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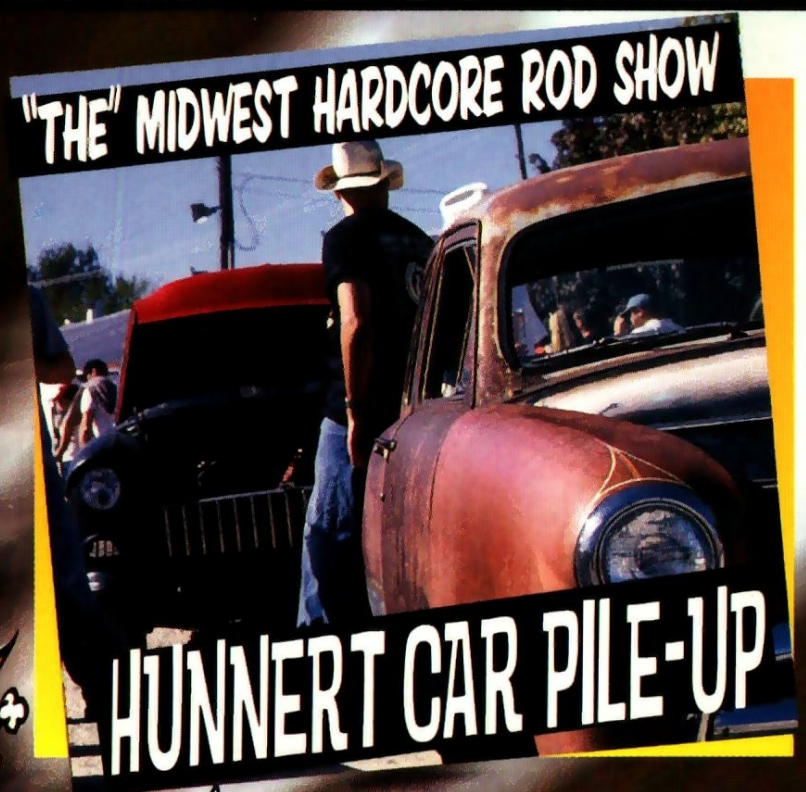
THE HOT ROD KULTURE MAG



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#11
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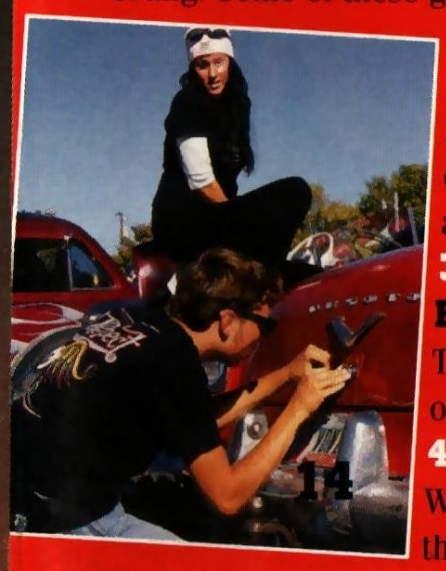

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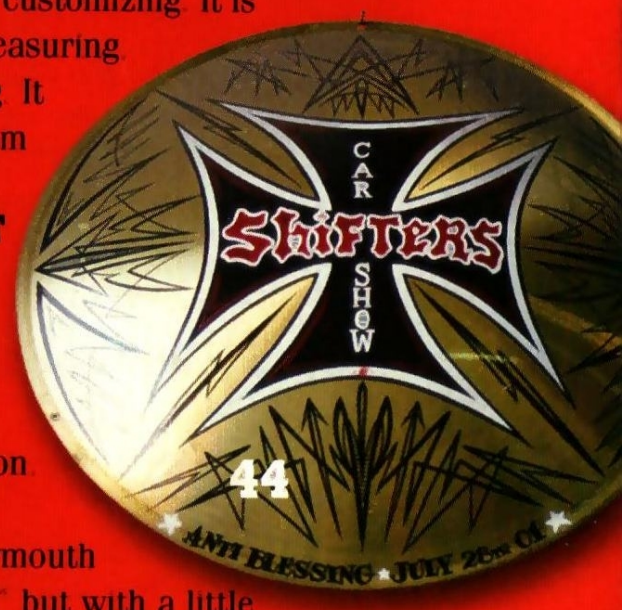

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While some artists prefer to work with oil paints, the guys at MMC prefers to work with metal. From wrought iron fences to retro styled neon light marquees for local businesses, Mad Max Creations does it all. But what this shop really specializes in is classic American iron-hot rods, customs, and even motorcycles.

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OL' SKOOL RODZ
THE HOT ROD KULTURE MAG

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BACK FIRE

LETTERS & E-Mails FROM OUR READERS

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Real Steel, Real Deal

Finally a car mag for the real hot rodder. It's nice to see pictures of cars that for the most part a lot of us could build in our driveways for not a lot of money, or the kind of stuff I've been driving since high school. I've come to realize that I don't give a crap what that guy parked next to me in his $100,000 store-bought "hot rod" thinks about my cars.

Here's a shot of what I'm driving now- a 1923 roadster, 350-350 Vette motor, Camaro rear. It's cheap, quick and gets looks wherever I go.

John Decker
Ocala, FL

That's a cool T, John, and steel to boot! Good job! – Ed.

Watch Out for the Sleeper Chief!

Here's my family town car, a 1954 Pontiac Star Chief sedan. It features: Ram Air 455/ TH400, '57 Olds Positraction rear, '78 Pontiac Grand Prix front clip, '88 Buick Regal tilt-steering, '79 Cadillac wheels, '48 Packard heater, '51 Olds sun visor. It's all MSRI constructed (Measure, Scrounge, Renew, Install).

Keep rockin on the ol' skool way.

Pickup Man
Redmond, OR

PU Man, some of my Pontiac-purist buddies would cringe at what you've done to your stock-looking Pontiac. How dare you make it fun and dependable? Oh, yeah, I like it. – Ed.

Fordsel

I have read about your Edsel that I assume is equivalent to the company car at your magazine. I though you might like to have this picture of a hybrid Ford/Edsel.

I would like to suggest a product that you could sell with your T-shirts, hats, etc. How about one of those lights you stick in your trailer hitch receiver that says "Ol' Skool?" The idea could be incorporated in a third brake light and be coordinated with a trailer hitch light that said "So Cool."

Cob Burandt
Mound, MN

Cob, I think the long, cold Minnesota winter might have frostbitten your brain! The car is cool, though. Just don't quit your day job to pursue a marketing career, OK? – Ed.

No Jive Three Five

Here are some pictures of my homebuilt '35 Ford 5-window with a 3" chop. I would like to see it in your mag.

Richard DellaGuardia
Bay Shore, LI, NY

International Appeal

This is my '56 International. It's got leopard print interior, Grim Reaper shifter knob that I made. Cokers in back. It would have them in front, but now I'm broke.

The original 220 Silver Diamond runs great. Yep, I got this truck for a flat $1000. It's now air-bagged in the rear. Hope to soon get Mustang II front sus pension swap to complete it and have that old bird flat on the ground.

Your mag is the best thing to happen for rat rod fiends. I love it!

Chance Fisher
Silt, CO

Daily Driven Sled

While attending Bo Huff's car show this past summer, I met a couple of your magazine people. You could tell they loved to see ol' school rides and even stopped to check out some of our ol' custom sleds. My '56 custom Merc might be a brother to the one that Bo built. They are pretty

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much alike except that I threw some bad ol' flames on the hood.

The Merc is all shaved and Frenched and rides on bags. I've always been a flame guy, so I put some on the inside also. I'm proud to say it's a driver and if you ever see this sled on a trailer, call 911 'because it's been stolen.

Love your magazine. Your pictures are on my office walls so I can look and dream for a next project. We wish you nothing but success with your mag, from another Utah cruiser.

Robert Downard
Salt Lake City, UT

A Real Street King

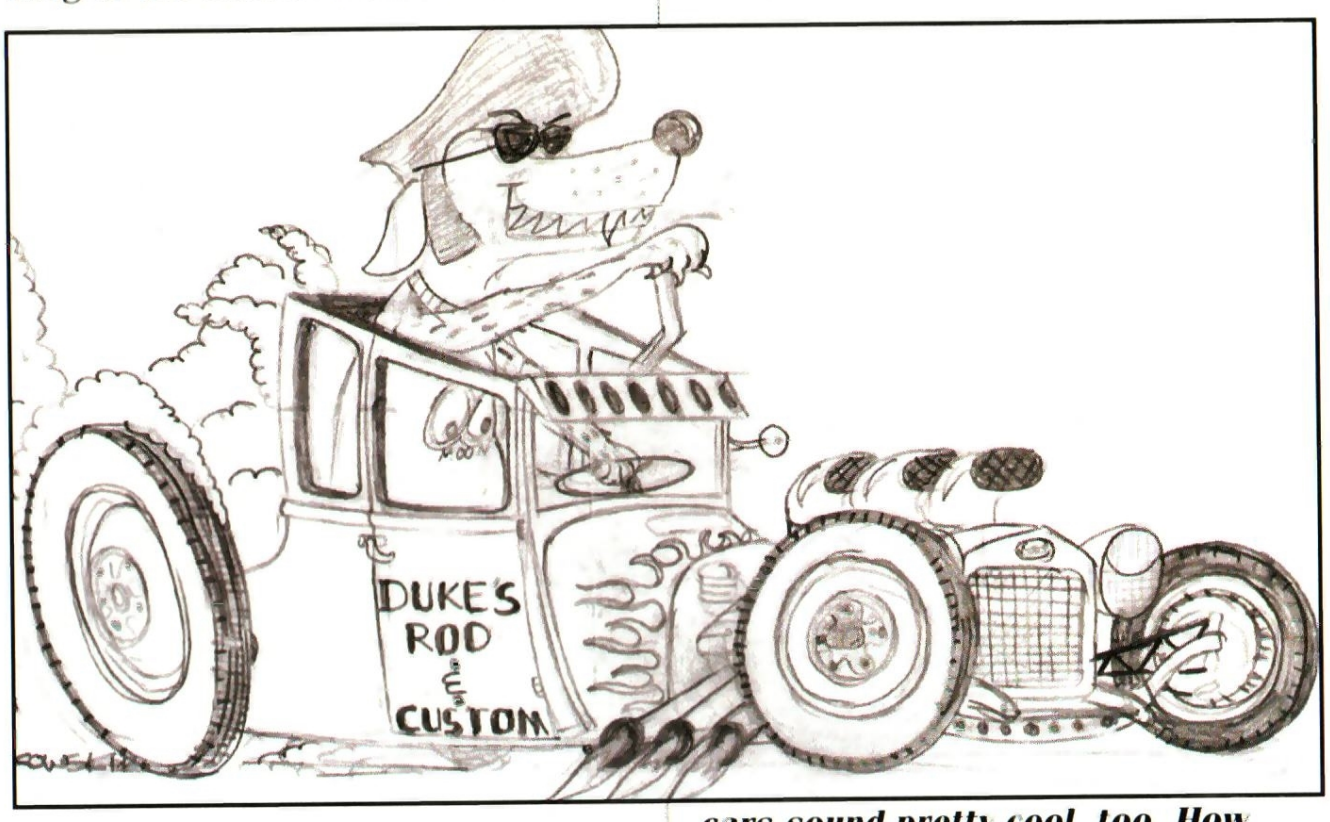
Way down low in the Northeast – I live in the top of New Jersey.

You may not believe this, but this car has no air ride or hydraulics. It's been on the road five years and now has over 140,000 miles at 1.5 inches off the ground. This is my only car, 365 days a year. I've been cross-country three times, to Sturgis, and even south for Mardi Gras.

I'm a member of the Street Kings. I very much enjoy Ol' Skool Rodz. It's about time we show some real drivers. I thought you might like mine. As you can see by the pics, my car isn't garaged. Garage is always full. I build rods and customs for others.

Frank Bedacht
Franklin, NJ

Like it? Hell, we love it! What's not to like? It's a gorgeous car and it gets driven every day, too. Woo hoo, you are not only a Street King, you're King of the Street in our book. – Ed.



Young (rod) Love

I just turned fourteen and I love your mag. Finally someone understands my love for bias ply whitewalls and flat paint. I am working on a '54 Chevy utility coupe which will have a straight axle and a 327 with dual quads. Also I am collecting parts for a Model-A hot rod. So far I have a '62 Chevy 283, an Offenhauser adapter to mate a Chevy small block to a Ford tranny and a '55 Cad rear end.

I also collect old Schwinn Sting rays and I like drawing cars. I have a friend that also reads your magazine. He has no car or any experience with cars. I sold him an old girl's Schwinn and he thinks he's Mr. Retro Hot Rodder.

I don't know if my art is very good. I think it is kind of bland. I wish someone could give me some tips.

Keep feeding us your awesome magazine.

Duke Markowski
Washougal, WA

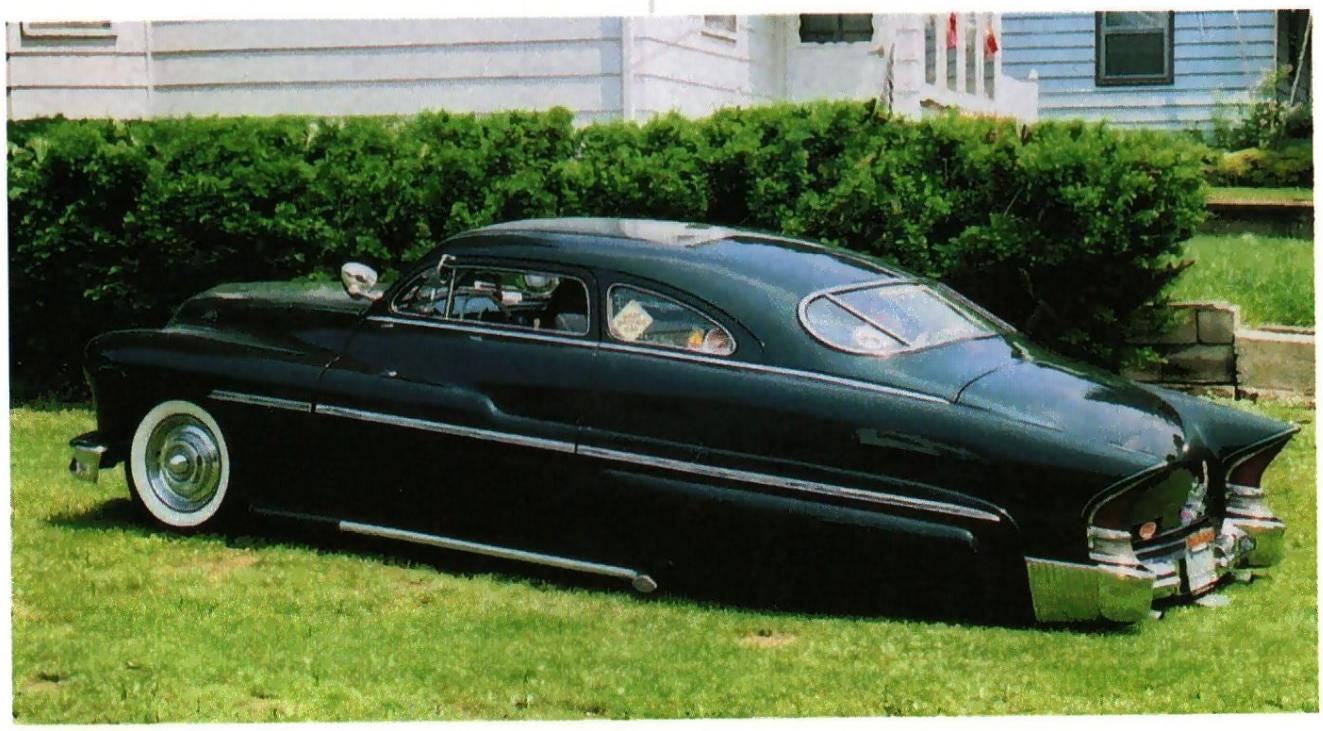
Duke, I think your drawing looks pretty good. If you think it looks bland, try adding some color or using ink instead of pencil. Your cars sound pretty cool, too. How about letting your friend help on the cars so he can learn, too? – Ed.

Free Gasser Advice

Great magazine! It's about somebody put together a real script on how real hot rodding should be. I really want to say thanks for giving the everyday garage built rod guys some recognition.

I'm also responding to the youngster called Large911 in Back Fire. This youngster wants to build a street gasser. Well I'd like to help. I've done straight axle conversions and other frame alterations since 1971 when I was in high school. I'm a heavy equipment mechanic by trade and over the years I've built Harleys, cruisers, customs, hot rods, muscle cars and some fuel altereds. I grew up right in the middle of the gasser craze of the mid-sixties.

I'm sending you some pictures of my street gasser I just built last summer. My car runs down the road at 80-90 MPH with no handling problems, and



it's reasonably smooth.

Anyway, I would like to pass on some experience to these younger guys 'cause when we old fucks die off the knowledge is lost forever.

Johnnie Myers
San Leandro, CA
Johnnie, that's a generous offer. OK, you guys wanna know how to build a gasser? Johnnie's your man and I've got his phone number. Contact me at alan@olskoolrodz.com and I'll pass it on to you. – Ed.

Hot Rodder Through and Through

I thought you may find a place in your greatly needed magazine for this tattoo shot. It is Manny Viara of East Providence, RI.

Also this is his '23 T which he built and painted in his garage over thirty years ago. It is used all summer long although it was neglected a bit recently as he brought out his '60s style chopped Triumph motorcycle.

Ed Perry
Rehoboth, MA

It's Not a Ford!

Dear Staff,

I want to congratulate you guys on allowing us "primer" individuals to enjoy such a great mag as *Ol' Skool Rodz*. Of course primer isn't the only paint factor-as long as the feature rods and customs are pure nostalgia as we live for! The mag is perfect-do not change a thing.

I've enclosed some pics of my primered '31 Chevy coupe, my first hot rod. It's a car that I've dreamed about owning since my first viewing of *American Graffiti*. March was my tenth anniversary of owning my rod and it's been in black primer since day one.

I came across the coupe while in a conversation with a fellow employee.

He mentioned that his brother had an old coupe that had been in storage since 1976 and that it had sat undisturbed since being built as a hot rod in '68. I could not believe my ears! Come to find out his brother only wanted $2000 for the rod, complete with a '61 283, Turbo 400 Transmission, and mated to a '57 Chevy rearend.

After three months of thrashin' with some friends, nineteen years of storage gave way to a living, breathing hot rod. Since September of 1999, I have been driving on Mickey Thompson drag slicks.

Mike Connelly
Palm Beach Gardens, FL

More Door No More

Ol' Skool Rodz, Thank you! Finally a magazine I can understand. I am currently working on a '56 Chevy BelAir that I want to keep ol' skool. Enclosed you'll find a picture of Brutus. He is a 2-dr. hardtop with a 350 4-bolt main, 375 hp, Muncie 4-speed,

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Edelbrock intake and carb, Lunati cam, Fat-Rodder ceramic headers and a black & white pleated interior.

But you see he wasn't always a he. When this car came from the factory, it was a she. She was a 4-dr. hardtop with a Blue Flame 6 cylinder motor and a Powerglide automatic. It was painted turquoise and ivory and had fender skirts.

I've already started on the bodywork and when I'm done I plan to spray it flat black with a flat clearcoat. Scallops and pinstripes are in the future.

Earl Daniels
Ashford, AL

Chubby Chebby

Hi dudez, I have been a hot rodder all my life, from 1957 in junior high building model cars to old hot rods in high school in the '60s through the street rod scene today.

Enclosed is a photo of my 1941 Chevy sedan that I have been driving since 1983. It ahs a small block 400 with headers and a cam, a TH350 tranny and a '57 Chevy w/3.73 gears at the rear. The car has gone through several stages from shiny painted street rod to primered rat rod.

Your magazine is the only one I have liked enough to even subscribe to. Keep up the good work.

Wesley Clary
San Angelo, TX

Short & Sweet

Howdy, '39 Ford truck, 425 Caddy, '61 Ford station wagon bed, blah, blah, blah. Might actually finish this one someday.

Stephen
Corvallis, MT

Advice From Squiggy

Dear Ol' Skool Rodz, After the razzing you gave me in August I really had to think before writing, but I think your readers need to hear this. Safety is very important.

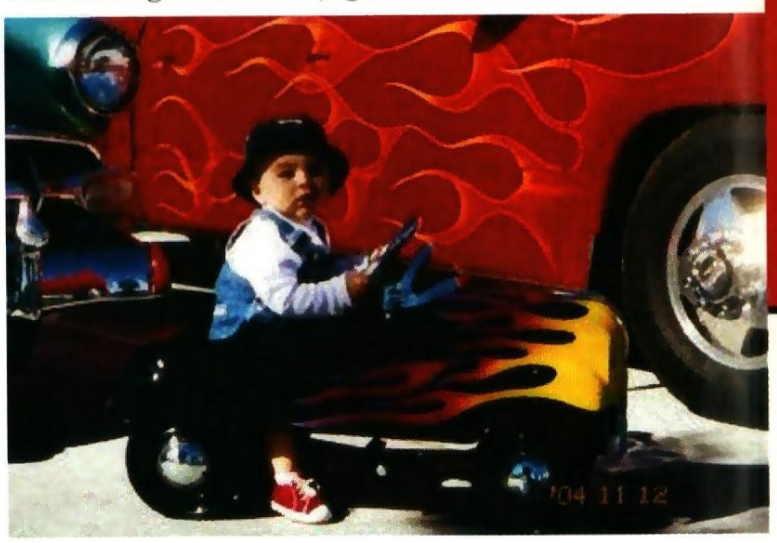
I recently purchased a '63 Pontiac Tempest in Georgia and decided to drive 400 miles on 1963 bias ply tires (it only had 40,000 miles on it). They were checked and cracked, but round, so I said, "Why not?"

Well, here's why not! About 100 miles into the return trip, the left rear came apart at 60 MPH, but I kept it in one lane. A piece of tire hit my buddy's '65 Malibu (it could have hit his windshield and broken it). I then lost the rest of the tire. I drove very slowly to Wal Mart at the end of the ramp (thank god they're open on Sunday.

Let's not be stupid. Pop for that new set of Cokers, guys. It's only your life! Dead ain't cool.

Squiggy
Montgomery, AL

Squiggy, you're fortunate to have come out of that alive and with your car still in one piece. You are so very correct, tires are no place to take a shortcut. Get good ones, whether radial or bias-ply. We're glad you're Ok and thanks for reiterating some very good advice. – Ed.



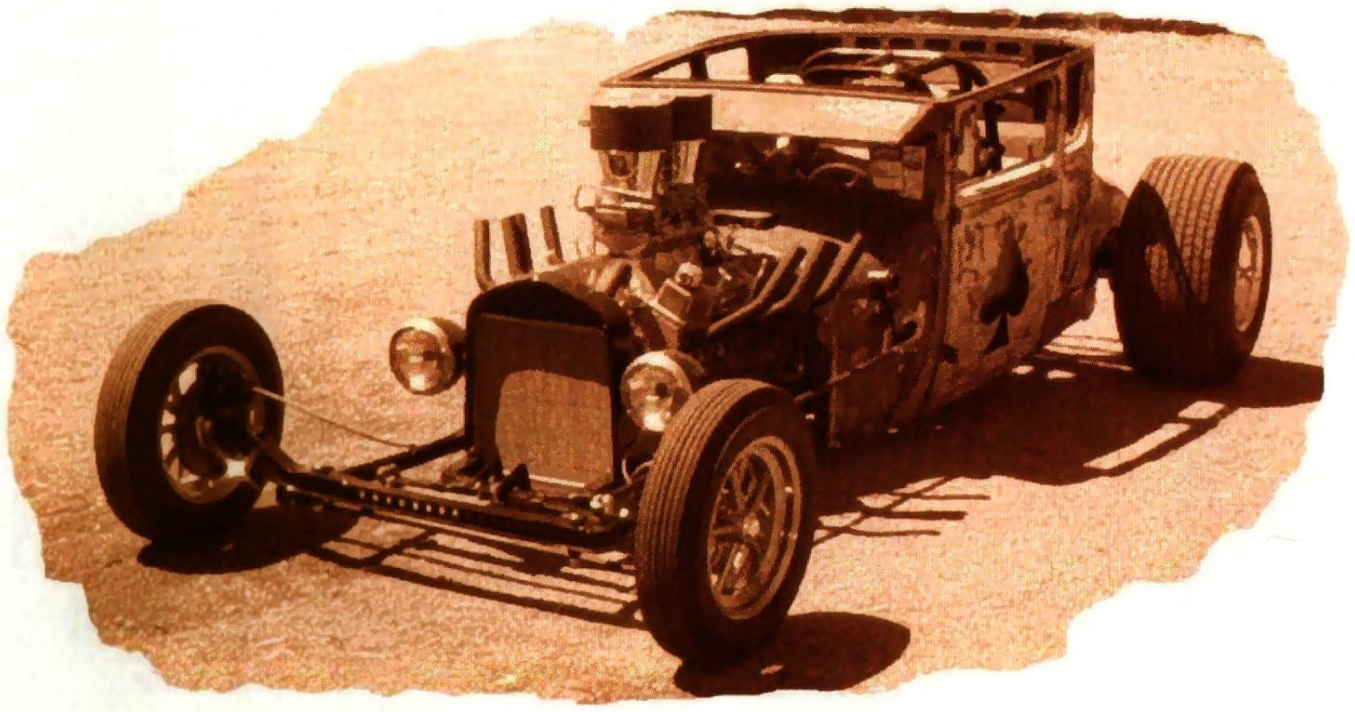
Young Rodder

Dear Ol' Skool Rodz,

I am writing to thank you for finally publishing a magazine that is worthy of a subscription. I'll be calling Monday AM to sign up. I have been a gearhead as long as I can remember (46 years) starting with my dad. I have a love for old cars and Harleys. I own several different rides and now I am passing the tradition on to my son, he is only seven months old but he already has his own ride (as seen in picture attached). He already attends all the car shows I go to.

Thanks again for doing what you do. Ol' Skool Rules!

Roman Sicho
Las Vegas, NV



RHRASNF

Ol' Skool Rodz, Thank you so much for recognizing us in the January 2005 issue. The 4x6 photo of the '26 was featured in the Paso Robles article. If you like what you saw you can appreciate our motto, **Real Hot Rods Are Steel No Fenders** (RHRASNF). Our Shop in Knightsen, California, features a unique twist to the industry. Jerry actually takes the time to show you how to build your own car from the ground up. No billet. We hand fabricate each part unique to each design specification you dream up. Welding, grinding, machining, sand-blasting, cutting, bending, wiring, body & fender, you name it, we do it and so will our customers. It is a group effort that makes the build fun, affordable, and your own.

This car as well as other cars that we have built was featured at the '05 San Francisco Rod Custom & Motorcycle show

Stephanie Napoli-CFO
Jerry Sezar Enterprises
www.jerrysezar.com

Thanks for the review

Hey there folks,

My name's Jeff Breitenstein, the author of "The Ultimate Hot Rod Dictionary" - a book that you reviewed in the January issue of Ol' Skool Rodz. I just wanted to let you all know how much I appreciated your kind and positive words. The exposure is very much appreciated. Hope that the book's brought some reading enjoyment to you all as well! Keep up the good work with your very cool rag. It's very much to my own personal tastes...

Take Care
Jefe'

Thanks Jeff, it is a cool book and one I refer to now and again. – Ed.

Long Roof '56

Hey, a buddy of mine suggested that I send you guys some pics and some history of my '56 wagon. It's a 1956 Chevrolet 210 4-door wagon, originally a New Mexico car. I bought the wagon through eBay in June of 2003. The car was located in Peoria, IL and had to be towed home to Kansas City, MO. The engine would crank but not fire, the brakes didn't work, and the headlights were the only operational lights on the car.

The wagon has typical rust for a '56- above the headlights, rockers, and driver's side floor pan. The doors and gate are rock solid and the car is overall very straight. Interior is rough but complete. The wagon had the original 265 V8 with 3-speed manual trans. All of the trim is there, most of it in great condition. It was a good, unmolested but worn out wagon. I tinkered with the car when I first got it and was able to get it running with a new fuel pump and some new wires. One of the previous owners had hacked up the wiring so I had to get juice to the starter and distributor. Although it started, it ran rough so I set it aside and continued working on my other project, a '67 GMC. A few months ago I got the itch to get the wagon on the road so I could take to the Goodguys' KC show. I opened up the engine and found that the cam lobes were worn. A new cam and lifters were installed as well as a carb rebuild kit, new points, ignition wires, fuel filter, and spark plugs. The car fired right up and ran like new!

A Saginaw 4-speed was installed next in place of the tired 3-speed. Two-inch lowering blocks were added to the rear end along with new brakes. Up front, I installed Heidt's 2" drop spindles, late model GM disc brakes, cut coils (1), and a poly front end kit. A '78 Monza brake booster and master cylinder were installed to power the new brakes. All of the hacked under-dash wiring was reconnected and I was able to get all of the lights working.

New exhaust pipes were installed, but I kept the glasspaks that came with the

car. New stock style 15" wheels were purchased from Wheel Vintiques, painted red, and wrapped in some wide whites. I didn't get the wheels until two days before the Goodguys show but was able to get them on the car in time. The wagon is a blast to drive and got a lot of looks at the show. I just recently discovered your magazine thanks to a friend of mine. I'll definitely be checking out future issues!

Jason Seck

Daddy Von Dust speaks

Dustin (Von Dust) got his copies (of OSR #9) yesterday. He was really surprised as we had not said anything about him being in the next issue.

Over the past 30+ years I have had cars featured in various magazines, Street Rodder, 1001 Custom and Rod Ideas, Hot Rod (twice), Rod Action (three times). Each time I would have to fill out a tech sheet and most of the time, the writer would use a small tape recorder and the article somehow would still get turned around.

To my knowledge, you did not use any of those tools and not only were you able to get all the information correct, you also captured Dustin's true personality in the article you wrote.

Susie and I can not begin to thank you enough for giving Dustin the opportunity to be in Ol' Skool. Hope to see you at the next Road Rocket Rumble. Don't forget, if you want to come up to the James Dean Run in Fairmount, IN, that our car club is the host club, and we will make sure you can use a golf cart for a period of time to get around.

Having two runs like the Dean Run

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and the Ducktail Run so close together does not happen often. Each event boosts having 3000 cars each. I know we have quite a few traditional cars at Dean. I would assume Ducktail is the same way.

Thanks again,
John Cooper

Aw, shucks, John. Thanks for the kind words. We always strive to get the facts and details right, but we mess up once in awhile. Dustin is a cool guy and he did a great job striping the dash on my car. It gets lots of compliments. – Ed.

Rods with 2 or 4 wheels

Hey Alan,

Here is a pic of my latest project, a 1952 Buick 2 door. When I purchased it, the guy had chopped the top (very rough) and did a little suspension work (even rougher) and that's it. Have some great plans for this little baby, traditional ol' skool rod, old parts, cool look. As we talked before, I want to keep it a '52 Buick, not a 2005 kit car with '52 Buick moldings.

Like I said, I am a hot rodder by passion. I have my own definition of a hot rodder also. A guy that buys a $50K kit custom that is too afraid to turn a screw on it is not a hot rodder. That is called an owner. Again, my own opinion. But the more things that I do for myself and a small group of friends, people like my work and they always ask where I get my stuff done, or who did it. Would love to take it as far as I can, but never lose sight with what I have a passion for.

I also follow and dig The Horse mag. I

myself own a hardtail chopper, flat black, custom seat with the letter "FTW" in a black spade that I made, along with other custom stuff. Not really into the motorcycle scene much because I think that it taking a turn for the retarded also. Lets see how much shit we can bolt to a frame (my own opinion).

Thanks again for hearing me out, and will continue to support Ol Skool and Horse and will spread the word as much as possible. I will stay in touch.

Thanks again.
Shannon Michaels
Costa Mesa, CA

Paging Don Foote

Alan, Pertaining to the letter from Don Foote of Las Vegas, NV in the #8 Mar '05 issue of OSR, you have my permission to forward Don my address. Don and I have known each other for years. I live in south Mississippi and he lives in Vegas. We both, at one time, lived in upstate New York. That's where I first discovered this old cool cat.

Don is an original greaser from way back. He's had many sleds, and has been very active in the model building community over the last 40 years. Some of his original custom kits, including a chopped and channeled original AMT deuce coupe in Pactra candy apple red now sits in Mark Gustovson's Model Car Hall of Fame in Salt Lake City, UT.

Don is such an asset to our kulture and it's great to know that he is still out there. He has many stories to tell. Thanks to you and OSR, you hooked us back up! Glad to see you featured my friends Tom and Naomi Culbertson of the Road Rockets too! They are a great pair of folks! Rock on man, and I'll send some pics of the upcoming forward look ('55-'61) Mopar project when I can. Gotta split.

Doo Wop Al.
Alan Wickham

OK, now I've lost Don's contact info! Don, contact me (alan@olskoolrodz.com) and I'll hook you two up. – Ed.

Miniature rods anyone?

Hello,

I would just like say you have the most inspiring magazines I've ever seen. You cover the stories and cars that matter and present it in an outstanding way.

I'm currently in the process of having an on-line miniature custom contest. These cars are 1:64 scale and would bring a lot of attention to this great publication. The contest would be advertised on the official Hot Wheels Collectors website and also a few other smaller web forums. There would have to be a set of rules such as pre-1959 and also some prizes that I can contribute too.

I would like to know if you would be interested in covering the outcome and maybe having some part in this contest. You could possibly publish a small section with pictures of the top three win-

ners. I really believe the opportunity for the people to have their work in a magazine such as yours will have great results. I have added a picture of what these custom Hot Wheels are all about. A lot of the ones you see there are

inspired by cars you have in your magazine. I will also dedicate a huge section on my site for this contest.

Please let me know what your thoughts are. Like I said even just having your name attached to this contest would be amazing for the outcome. I'm really excited and I know this will have a very positive outcome.

Thank you.
Jason Wheeler
www.wheelershotrods.com

OK, miniature rodders, here's a chance to get some recognition. Contact Jason (NOT US). We'll just show some shots of the winners. If it goes well and gets enough interest, we might do some future shots of other scales of models. Did I mention contact Jason, NOT US? Good. – Ed.

Likes Lorraine

Hello guys,

Why'd you go and mess up a great photo shoot of Lorraine? After seeing her Tardel's '27 looked like...well not too bad. Hell, I couldn't read the article, every time I'd start, my eyes would move back to Miss Lorraine. Sorry guys, but she made Miss Dade look a bit jaded. A very good looking, well-built, smiling model is always better than a pouty, pull-an-attitude one. I've been buying your mag off the newsstand, but I had to subscribe. If you put more like Lorraine in your mag, you might force me to renew my subscription for a couple more years.

I'm glad there is a magazine that caters to us non-show car folks. Don't get me wrong, shining paint is good also, but right now I just can't get there and I like to see others that are out there. I don't go in for the billet and 20-inch wheels. I'm rebuilding a '55 Ford Fairlane and have a '41 Chevy chopped 2 door sedan waiting in the wings.

Thanks guys.
Bob Updike

Escape to France

I know trailer queens aren't your (our) thing, but just thought you might be interested in these pics. We just caught sight of them before they went on the ferry to France, so I couldn't get any info. Sorry about the quality of the photos as they were taken using a mobile phone camera. hope you can use them.

Keep up the excellent quality of the mag. The British mags seem to have lost their way a bit recently. I'm gutted that I missed your first two copies; are they still available?

Mike and Pete, the klunker wannabes
Plymouth, UK

Rod's Red Ride

Hey, are you interested in my ride for your magazine? 1953 Ford F-100 Custom lowered truck. license # CRUZNIT, truck name: Old Red, lots of engine chrome. Torch Red, just chosen "Truck of the Year" 2004 for Tennessee! We also own a 1934 Ford 3 Window Coupe Streetrod!

Let us know.
Rod & Diane Reprogel, Tennessee
We also own a 1934 Ford 3 Window Coupe Streetrod.....Bad Ride!

Rod, that is a clean looking truck. Congratulations. – Ed.

Good deeds pay

So I was hangin' at Lead East with my girl, my friends and neighbors when I helped truck in a bunch of boxes filled with issues of Ol' Skool Rodz, which we piled in the back of Lou Polisselli's '47 Dodge pickup. When we got back to the hotel, some guy was reachin' to pick up one of the heavier boxes, so I went over and offered to carry it inside. Turns out that "some guy" was none other than Bo Huff, so for helpin' him out he gave me and my girl kick ass Bo Huff shirts. She wears it all the time by the way. Anyway, what I'm sayin' is, younger guys, don't forget to help out them ol' timers now and then, and respect your elders. Hey, you might get a T-shirt outta the deal. Oh yeah, this mag is killer, the crew rocks, and Bo Huff kicks ass.

Jonny Boy

Speakin' of kickin' ass, Bo doesn't like being called an old timer. You're next! – Ed.

Sunshine rat

Now here is a mag for the true hardcore! I just picked up my first copy of Ol' Skool Rodz and all I have to say is the check is in the mail! After reading the whole #9 May issue, I had no choice but to buy a year's subscription. The magazine is rad! Keep up the great work!

Here is a picture of my '28 Model A Rat. It's an all steel body mounted to an aftermarket '32 frame. It runs a hot 3-deuce 283 small block Chevy with a BorgWarner T-10 4-speed tranny. The front suspension has Super Bell 4-bar, 4" dropped axle, Vega cross steering, monoleaf spring and disc brakes. The rear suspension runs a 9" w/3.50 gears, 4-bar and coil-over shocks. I figured you guys would appreciate it.

Eazy
Melbourne Beach, FL

the lowdown - some editorial BS

California Dreamin'

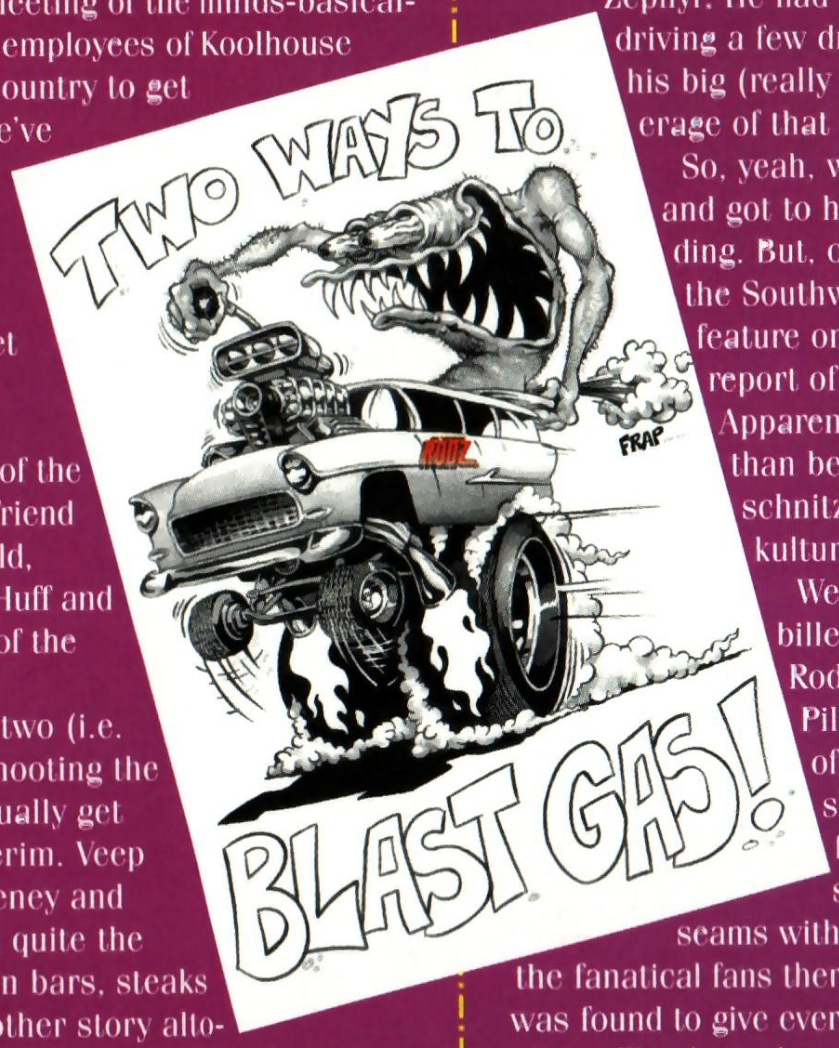
Well, here we are basking in the aftermath of our trip out to Ventura, California, somewhat jet-lagged, unmistakably groggy-eyed and decidedly hung-over. We hit the Ventura Auto Swap and Show for our annual meeting of the minds-basically a chance for all the employees of Koolhouse Publishing from around the country to get together and go over what we've done right, what we've done wrong, and how to keep improving each and every issue of OSR.

It's also a chance just to get together with old friends and make new ones. This year we were graced by the presence of the king of kustoms himself and friend of the magazine, Gene Winfield, along with our old friend Bo Huff and quite a few other luminaries of the hot rod and kustom world.

We had a nice meeting or two (i.e. bellying-up to the bar and shooting the breeze) and managed to actually get some things done in the interim. Veep extraordinaire Hank McQueeney and head honcho Geno arranged quite the shindig with a couple of open bars, steaks (not for Lil' C, but that's another story altogether) and camaraderie to be had by all. Oh, by the way, the big topic of discussion was the acquisition of CK Deluxe. CKD is now in our stable of magazines and you can read much more about that particular subject in our Philosophy section written by Alan.

In addition to hanging out with the old stalwarts, we made some new friends as well. We were pleased to make acquaintances with John and Jenny Parker. John and friends run the Primer Nationals show at the Ventura County Fairgrounds. We've been wanting to put on a show of our own and John's crew gave us a lot of good input for a future show of our own. We'll be sure to give you the complete scoop on that as plans progress. By the way, the Parkers have a real tasty '51 Shoebox that's quite the business. You'll be able to feast your eyes upon it in our next issue.

Geno's got a few magazines to put out nowadays and had no time to cruise the official OSR sled across the Continental Divide from South Florida. It'll eventually make the trip out to the West Coast, but in the meantime he dropped it off at Jim Long's Pro Muffler shop to let it exhale a bit better. He figured that since he wouldn't be able to drive it for a few days, he may as well get some work done on it. It was something that was long overdue and a big thanks to Jim and his crew for a job well done on the exhaust.



The Ventura show itself was okay for the most part. There were enough of "our kinds" of cars to make it definitely worthwhile. Beatnik George made the scene in Ventura when he pulled in with his off-the-wall '37 Zephyr. He had a few friends with him as well driving a few drop dead gorgeous hot rods from his big (really big) stable of cars. Look for coverage of that one in a future issue as well.

So, yeah, we made the plunge into California and got to hang out in the Mecca of hot rodding. But, of course there're cars outside of the Southwest too. Case in point is another feature on the European scene with our report of what's shaking in Germany. Apparently, there's much more to Germany than beer, lederhosen, and wiener schnitzel with a pretty vibrant kustom kulture to be found.

We've also got coverage of what's billed as "The Midwest's Greasiest Hot Rod Show" with the Hunnert Car Pileup. Man, that show's really taken off. It was held at Marty & Son's body shop in Sycamore, Illinois, for the first couple of years. Last year, the shop's grounds were bursting at the seams with the plethora of rods, kustoms, and the fanatical fans thereof. A new, more spacious locale was found to give everyone a little bit more breathing space. Thank goodness for that, as over 500 of the most delectable cars that you've ever seen made the scene from all over the country. Be sure to make the trek this autumn-you won't be disappointed.

Speaking of which, we've got Marty & Son's very own Andy Didio and his T-bucket terror gracing the OSR pages this issue. There are very few things cooler than a straight eight flatty with eight individual unmuffled exhaust pipes snaking their way out of the block. Look for much more from these guys in future issues; that band definitely knows much more than one tune.

We also hit The Lifters CC's show in San Diego. It was a great inaugural event that's certain to get better and better. Nelson also caught up with one of the most influential clubs in the world when he sat down with The Shifters for a spell. He's giving us an in-depth report of what those guys have cooking and their take on things.

Of course, we have a plethora of far-out rides in addition with a neato '39 Mercury, a boss '47 Ford coupe, and a '61 Plymouth that really started out as an ugly duckling, at least to some eyes. It's a beauty now. We've got some informative tech and a bunch of other goodies coming at you this issue. So kick back, spark up a Marlboro, crack one open, and enjoy.

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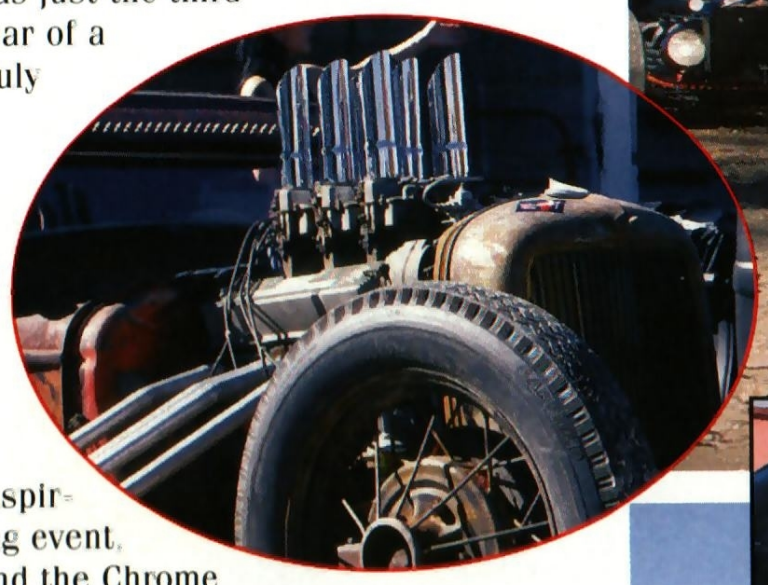
THE HUNNERT

By Thom Ophof

Five hundred Hunnert cars, 28-second miles, and a child of the corn. These are the three things that come to mind when someone says Hunnert Car Pile-Up 2004.

Five hundred rides showed up to participate in the Midwest's most down-to-earth, no-trophy, all-fun hot rod show (Five-Hunnert Car Pile-Up?). This was just the third year of a truly inspiring event, and the Chrome Czars once again outdid themselves. With the help of wives, girlfriends, friends, and PBR, they showed everyone a truly great time.



The bands that played Friday night were great and they rocked until the late hours of the night, right in downtown Morris. Careful doing burnouts with the police station across the street and watch out for the man above the bar, he might have to kick everyone's ass.

So where do the 28-second miles come in? Well, on my way up to the Pile-Up with good friend Josh and his girl, it was 2:00 in the morning and all we could see was Illinois corn. So we put the pedal down, and with flames shooting out the open headers, we recorded the previously mentioned time for about an hour. We made up time and fast! Not bad for a '32 sedan, below 40s temperatures and no side windows. What a brave girl in the back seat, buried in clothing. So we arrived, had some drinks, and caught some sleep.

The Saturday show brought out many clubs and people from far and wide, like independent, Tupelo (a.k.a.

CAR PILE-UP

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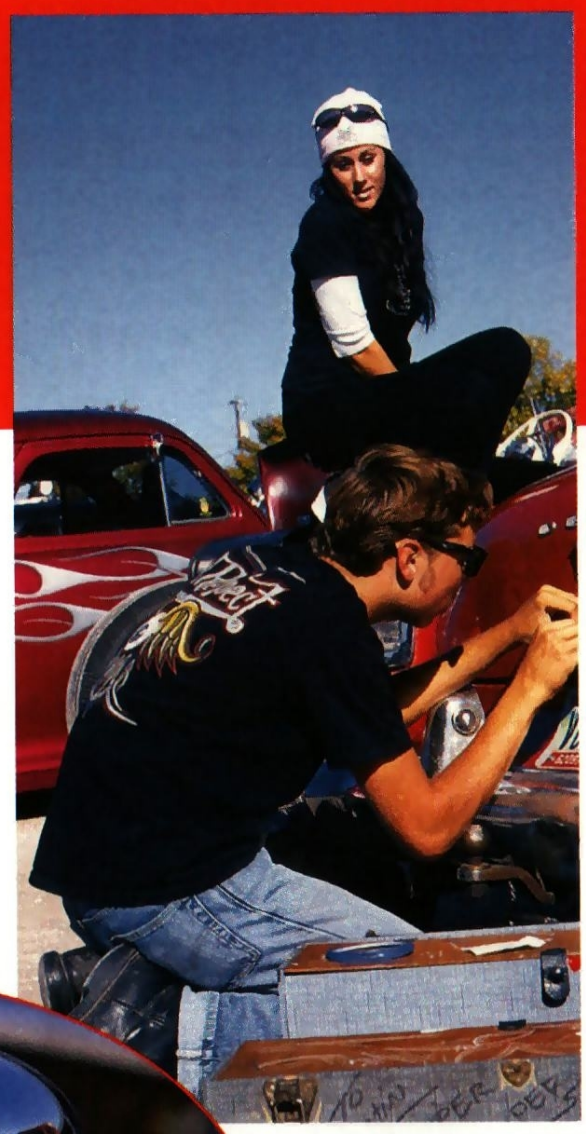
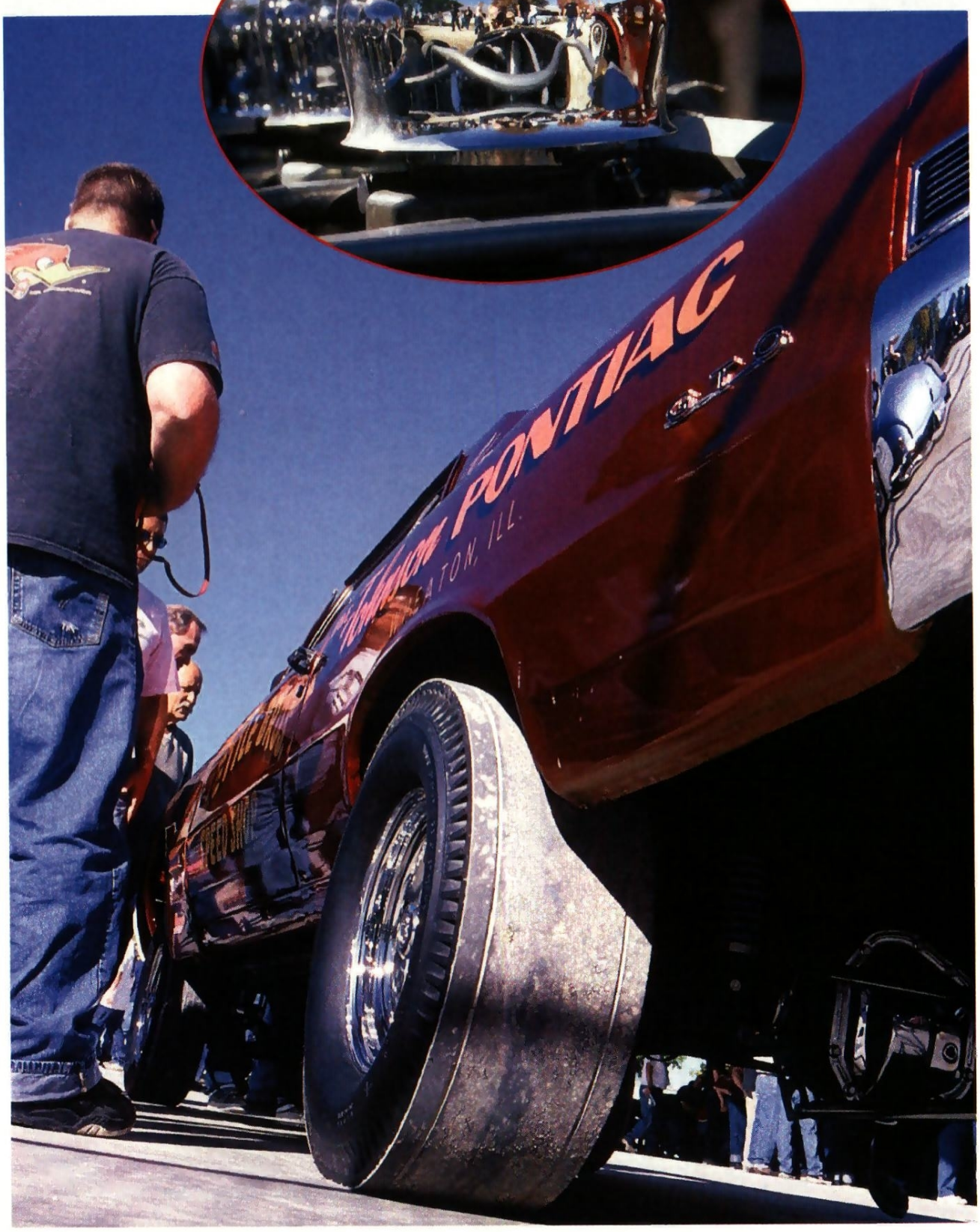




Belly Burner), and a few nice people from Texas. A laid-back event like the Hunnert Car Pile-Up gives people the chance to talk and share their memories, rather than spending time cleaning and dusting and worrying about their ride and its "trophy condition." These cars are about their owners as much as the people are about their cars. This is what the Chrome Czars are catering to, and exceed with each event they promote.

There was plenty of free PBR flowing and the bands played all day. Some vehicles did not pass the dress to get in, so they were parked outside and their owners enjoyed the event as well. This event has grown very fast and there are so many great people to meet - builders, stripers, pin-ups, average Joes and more. Hot rodders and rockabillys alike, I think that I can say for everyone that this is an event not to be missed.

The show ended around 6:00, allowing enough time for people to grab some grub and go see more bands downtown.

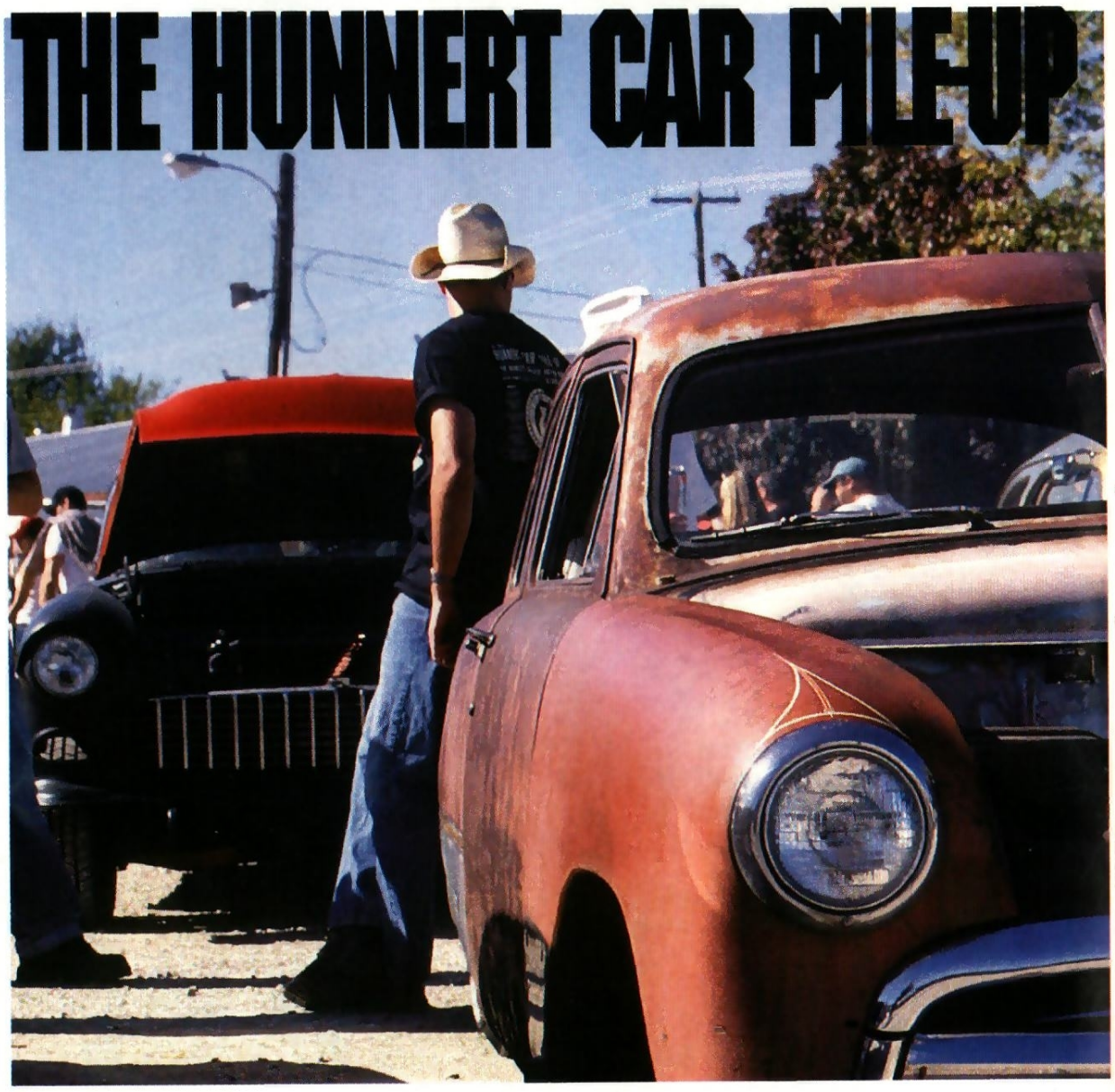
Oh, yeah, child of the corn. Somehow at a certain hotel, an alarm was pulled and a particular person was missing for two hours, only to come walking from the cornfield, not knowing where she had been and where time had passed. My, what a smile was upon her face.

Hunnert Car Pile-Up...don't screw up and miss it next year. Here's their website for info on the 2005 Pile-Up –

www.hunnertcarpileup.com.

THE HUNNERT CAR PILE-UP

THE HUNNERT CAR PILE-UP



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The Earl of Morgan

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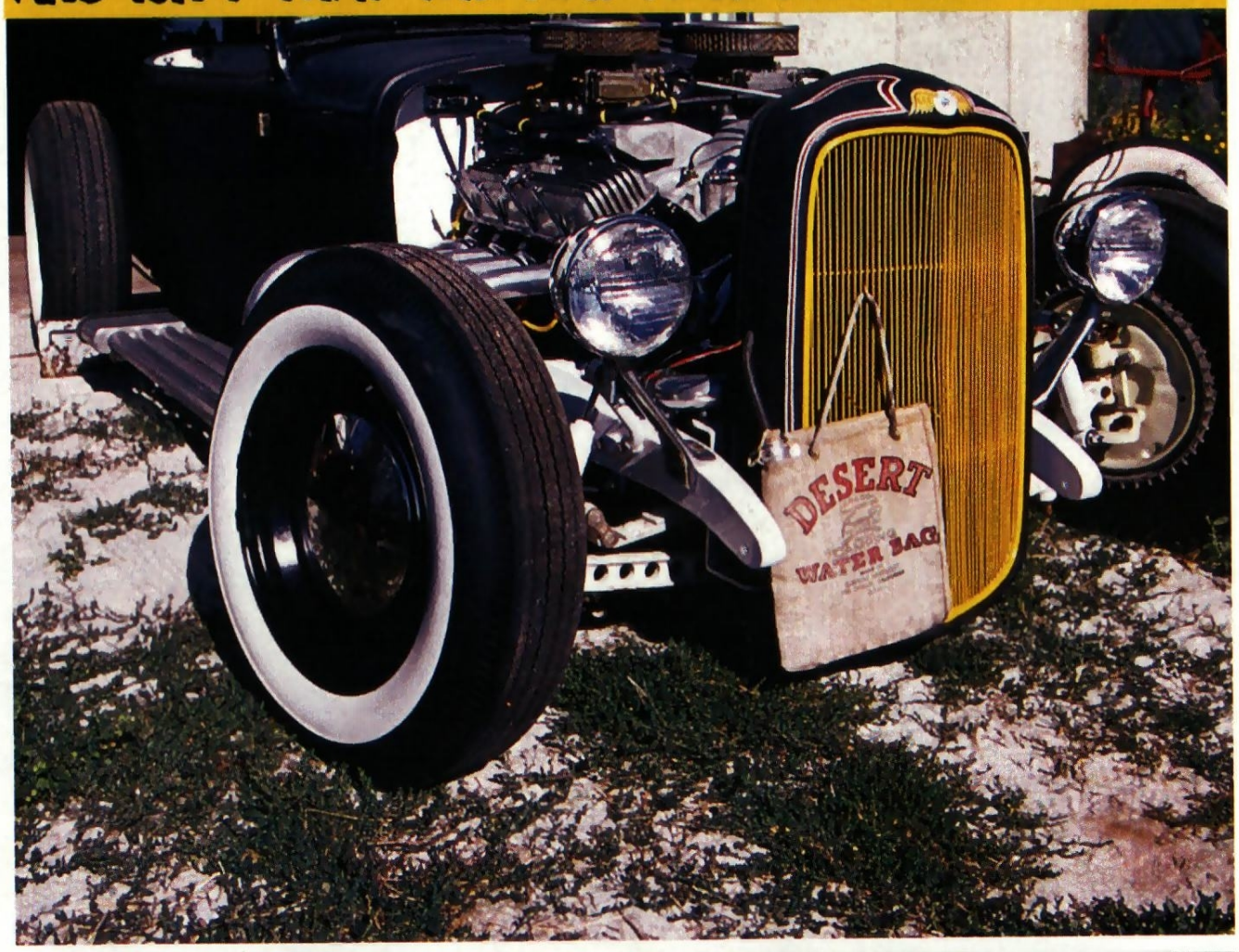

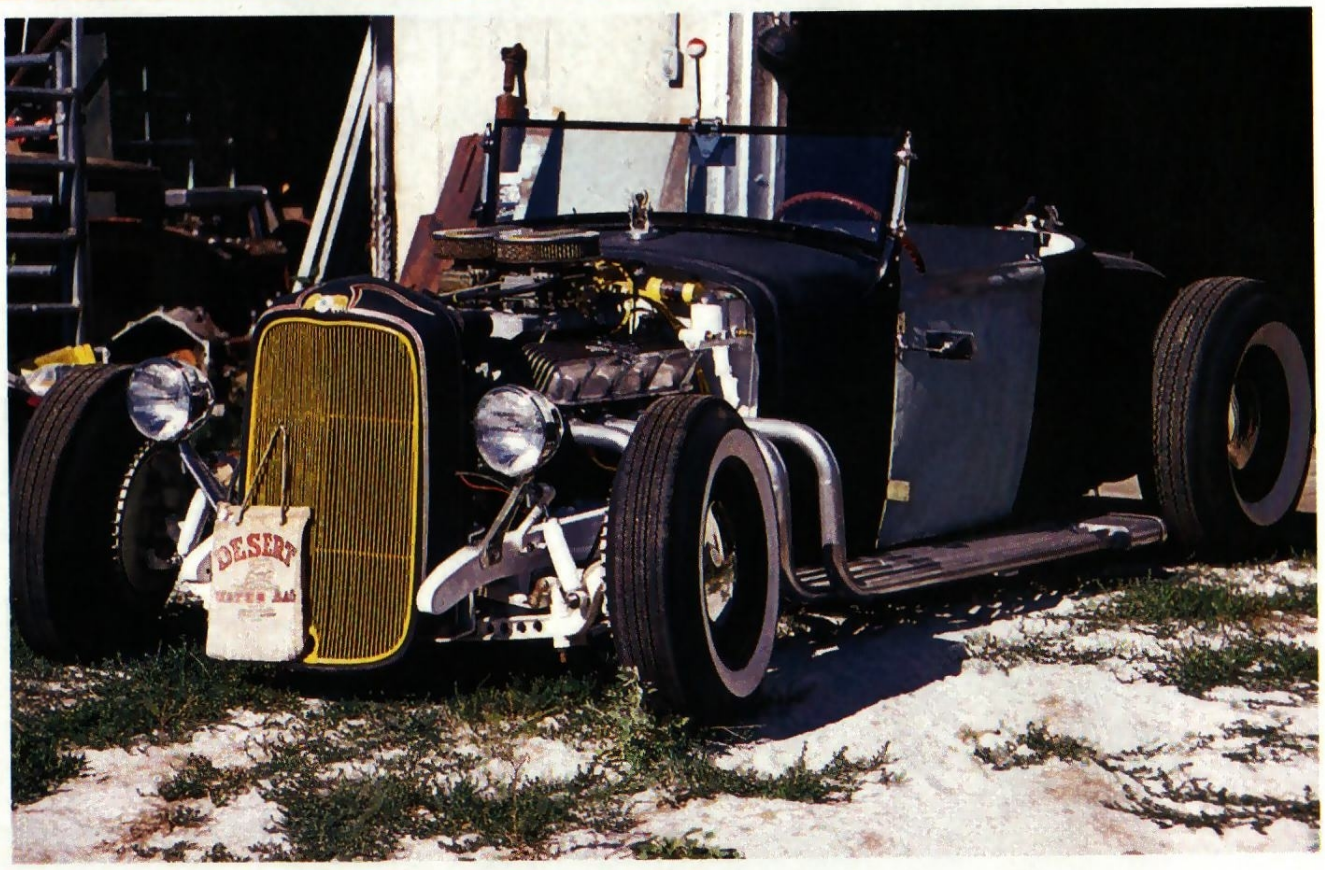

By Johnny B. Goode

It started its life as 1939 Mercury and had it fallen into the wrong hands, it just might have stayed that way forever. Luckily the '39 fell into the hands of madman Earl Steen. Earl's lack of automotive Puritanism is a great thing. He's not creature of conformity and in the cauldron of his mind images of a wild custom kept bubbling up to the top.

Immediately Earl set his sights on creating a custom car that would turn heads. And turn heads it does. When it comes to automotive creativity Earl, is no spring chicken. He's had his hands in the mire for quite some time now. Just ask any fellow SWANX club members. More about his Mercury in a minute.

I had the chance to catch up with Earl in his little country town of Morgan, Utah. I can safely say that a guy like Earl and his autos are not what you would call normal, especially in that tiny little town. Hell, it can be said that guys like Earl are not what you would call normal, period. His shop, workspace, bat cave or whatever you call it, is an unusual sight to behold. He prefers to spend his time settled in at the end of several horse stalls. Instead of horses in the stalls next to his shop, he corrals horsepower.

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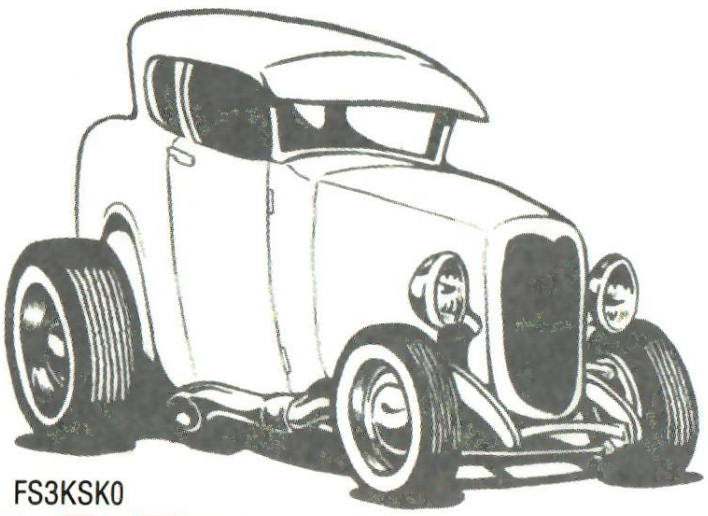

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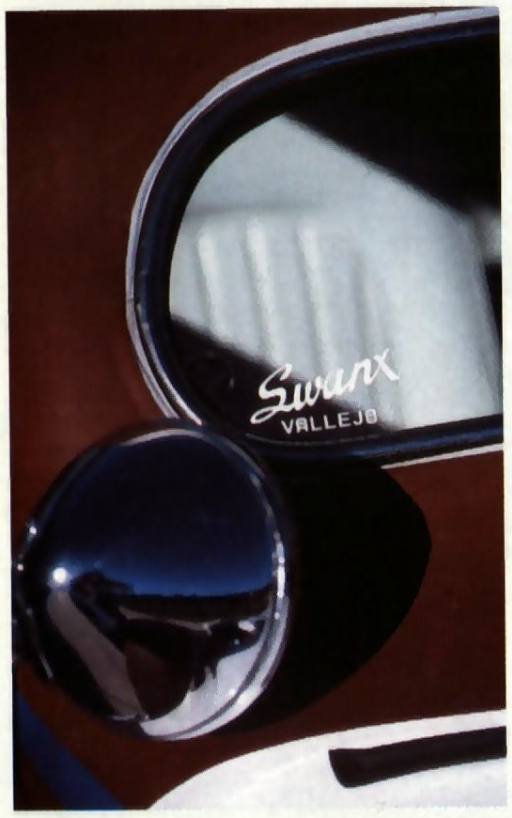
6-8 weeks for the first issue to arrive.

For instance, there's a wild looking creation he calls "The Grapes of Roth." I spied this savage lookin' Hemi-powered Dodge sedan just sitting there in the horse stall. It's one of his projects that he intends to get working on as soon as time permits. When I first rolled up to his shop, I saw his current attention-getter, a '31 roadster powered by a '67 396 and in a much modified '38 Chevy truck frame. It was still in the project phase when I showed up at his place, so we didn't get a chance to take it for a spin. It's a real Frankenstein of a hot rod and would make any mad fabricator proud. But that's a story for another day.



Anyway back to the '39 Merc. Earl whacked six inches off the top and fabbed his own Carson top to crown it off. Four bucket seats were added to the interior in order to keep the occupants comfortable, and a very unique dash was fabricated. Earl managed to find scrap aluminum from a dismantled escalator and that is what he made the dash from. Instant finned aluminum ready to go!

Bumperettes from a '55 Cadillac were added to the front and the headlights were hooded. My favorite part of the car is the drop dead gorgeous '55 Chrysler 331 Hemi sitting in the engine bay. It seems that Earl has managed to amass quite a nice collection of Hemi heads, blocks, intakes and other goodies. So naturally the Hemi mill gets to run hoodless to show just how pretty it really is. The list of all the hours worth of work that has been put into this radical looking custom car goes on and on. And none of it gets farmed out; it's all done by the man himself.

Guys like Earl are what I would call the backbone of hot rodding. He's not afraid to say out loud that he dislikes the high and mighty checkbook modern convenience rodder or the phony low-brow tough guy primer rodder either. **Earl tells me you're not a car guy unless you work on your own cars. And isn't that the way it is supposed to be?**

The Earl of 2

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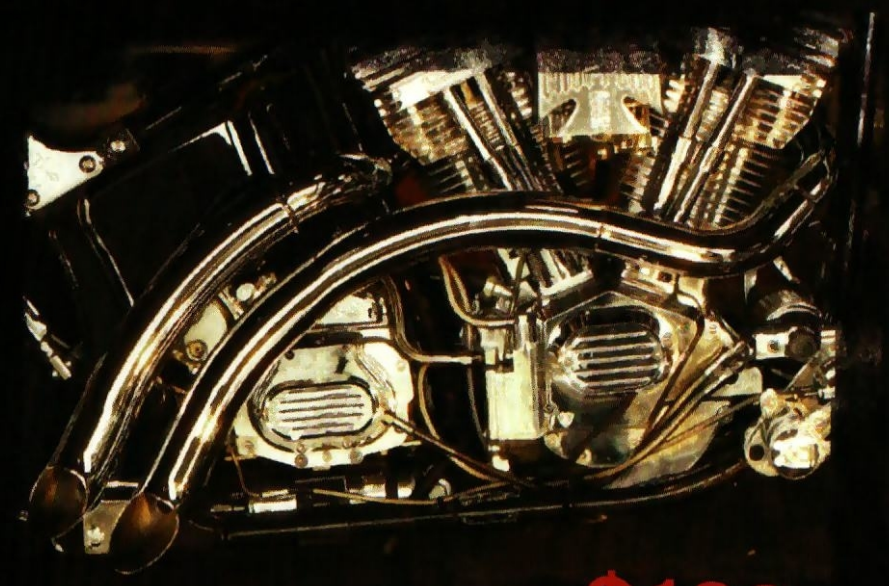

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Ol' Skool Philosophy Class

The rumors are true!

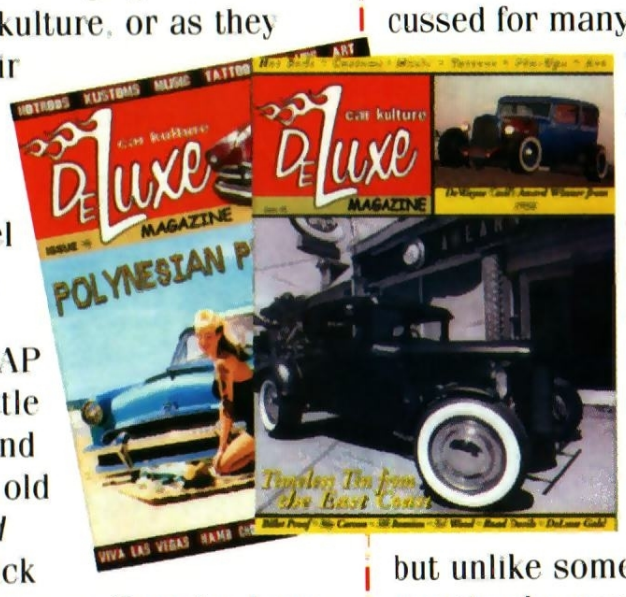
By Alan Mayes

By now you have possibly heard at a car show or have seen on the internet the rumor that *Ol' Skool Rodz* has purchased *Car Kulture DeLuxe*. Well, it's the truth. Actually Koolhouse Publishing, the company that publishes *Rodz* has purchased the rights to *CK DeLuxe* and we'll resume publication in late August. For those who don't know *Car Kulture DeLuxe*, a little history is in order.

CKD 101

Long, long ago in a land far away...whoops, wrong story.

In 1999, EMAP Petersen Publishing, Inc. came out with a magazine called *Hot Rod DeLuxe*, aimed at the traditional rodders, young or old, who were fed up with the megabuck trailer queens clogging car shows, and longing for the return to real kar kulture, or as they explained it in their first editorial, kustom kulture. It had radical rides, music, history, fuel altered drag cars, and attitude. Unfortunately, EMAP Petersen was a little too much EMAP and not enough of the old Petersen. *Hot Rod DeLuxe* died a quick death after only two excellent (and now very collectible) special issues. Personal opinion-I think if Robert Petersen had still been in charge there on Wilshire Blvd., *Hot Rod DeLuxe* would still be available and we wouldn't be having this conversation! Pete was a car guy to the core.



But you can't keep a good concept down, at least not for long. When EMAP Petersen killed *Hot Rod DeLuxe*, publisher Aaron Lasky quit, moved to Bakersfield, and along with some other visionaries, brought out a new mag, *Car Kulture DeLuxe*, in the spirit of the dearly departed *Hot Rod DeLuxe*.

Car Kulture DeLuxe soon gained a fiercely loyal following, and rightly so. It was a superb rod magazine, covering the gamut of traditional rods, kustoms, music, art, and many of the other aspects of our beloved culture (or kulture). This is mostly my opinion, but here it is for what it's worth. The earliest issues of *CK DeLuxe* were by far the best.

The *CKD* magazines were sold via the internet, by subscription, and through a few independent dealers, either in their shops or at various car shows. Number 12 was the last one produced, several months late. The various gals and guys associated with the mag put forth a valiant effort for a product they believed in, but ultimately couldn't sustain.

It lives!

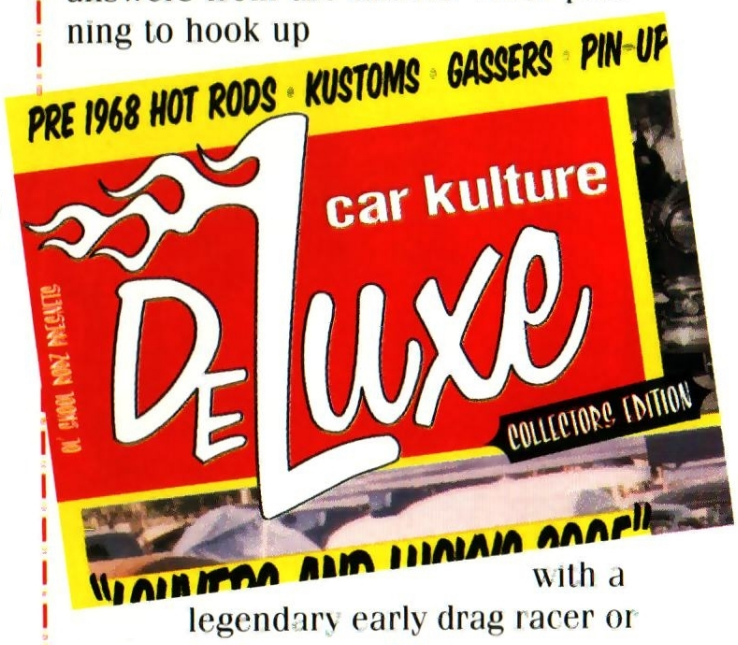
Well, we are fans of *Car Kulture DeLuxe*, too. In fact, I own all twelve issues of *CKD* plus the two issues of *Hot Rod DeLuxe*. We like *CK DeLuxe* well enough to resurrect it as a companion to *Ol' Skool Rodz*. Note that I said companion, not clone.

The staff of *Ol' Skool Rodz* has discussed for many hours what our direction should be for *Car Kulture DeLuxe*, how it affects *Ol' Skool Rodz*, and on and on. No matter what each individual's idea, though, we had consensus on one point-the two magazines will be different.

Sure, there is some overlap in the *types* of things that we'll cover, but unlike some publishers we won't mention by name, we won't cover the same car or shows in both magazines. It's not fair to the readers and it's a lazy way to do things. If we feature a rod in *Rodz*, you won't see that same car featured in *CK DeLuxe*. And vice-versa.

Basically, *Car Kulture DeLuxe* will continue on in the spirit and style of the early issues, specifically the first six or seven. The kulture part of *Car Kulture* will be even more evident than in *Ol' Skool Rodz*. We'll have nostalgia drag cars, gorgeous DeLuxe Gals pin-ups in every issue, a few bobbers, and fine cars. There will be more artists featured and we'll delve into more history of various aspects of the car kulture, including drag racing, hot rods, customs, and clubs. Expect more rockabilly and psychobilly band coverage, too, including band interviews in addition to the CD reviews.

Speaking of customs, one of the giants of custom cars for over fifty years, Gene Winfield himself, has agreed to be a custom advisor for us. You can send in your questions about customs and early hot rodding and get answers from the master. We're planning to hook up



with a legendary early drag racer or two to do the same thing.

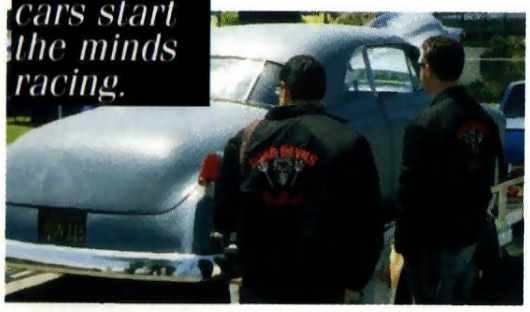
Obviously there are some of you out there who had subscriptions to *Car Kulture DeLuxe* that went unfulfilled. We have the records of those subscriptions and the subs you paid for will be honored.

Our first issue of *Car Kulture DeLuxe* will be on newsstands in late August. It will continue on with the original numbering convention, so that first one will carry the lucky number "13" to keep the string alive. Number 14 will be out in late November, and then we'll be out every other month, alternating months with *Ol' Skool Rodz*. In other words, Koolhouse Publishing will serve up a helping every month. Even numbered months will see *Car Kulture DeLuxe*, odd numbered months will be *Ol' Skool Rodz*.

We're excited about our new baby and we hope you like it. Let us know. And go ahead and send me some of your custom questions. I'll run them past Gene Winfield. Send them to alan@olskoolrodz.com.

The view from Ventura

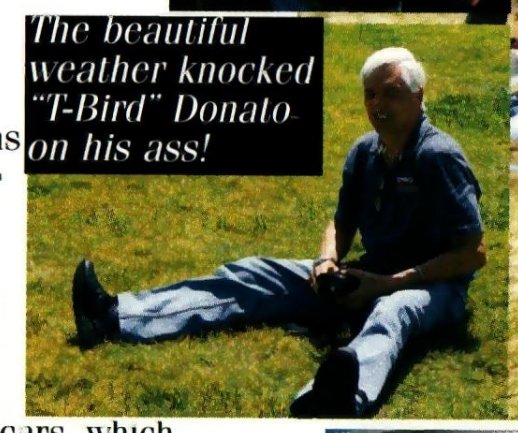
We staffers from Ol' Skool Rodz are scattered all over the Newnited States of Carmerica. I live in Tennessee, Gennaro is in Chicago, Geno is in Florida, Hank is in New York, Little C is in California, Josh Mills is in Georgia, Boston Bill is in New Jersey (I know that doesn't make sense but it's true). And the other guys and gals that contribute are at all points in between. We try to get together once a year to



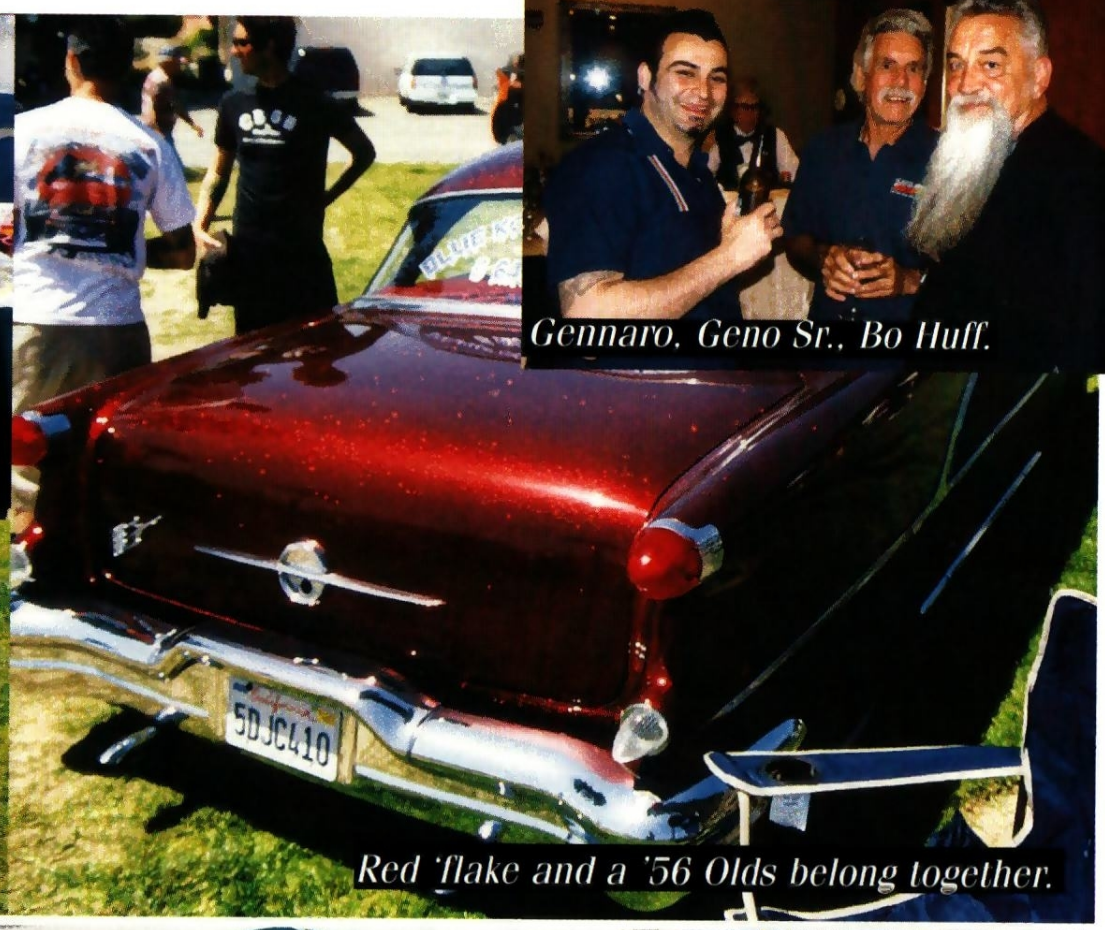
Swap meet cars start the minds racing.

look each other in the eye, enjoy a little R&R and plan our future. This time we used the occasion of the Ventura Swap and Car Show as an excuse to gather in sunny Southern California. And sunny it was. It was a textbook weekend for explaining why people move to California.

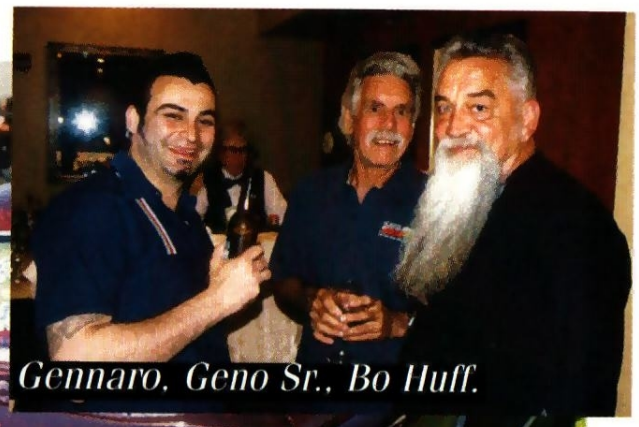
A lovely Rodz fan showed us her tat.



The beautiful weather knocked "T-Bird" Donato on his ass!



Red 'flake and a '56 Olds belong together.



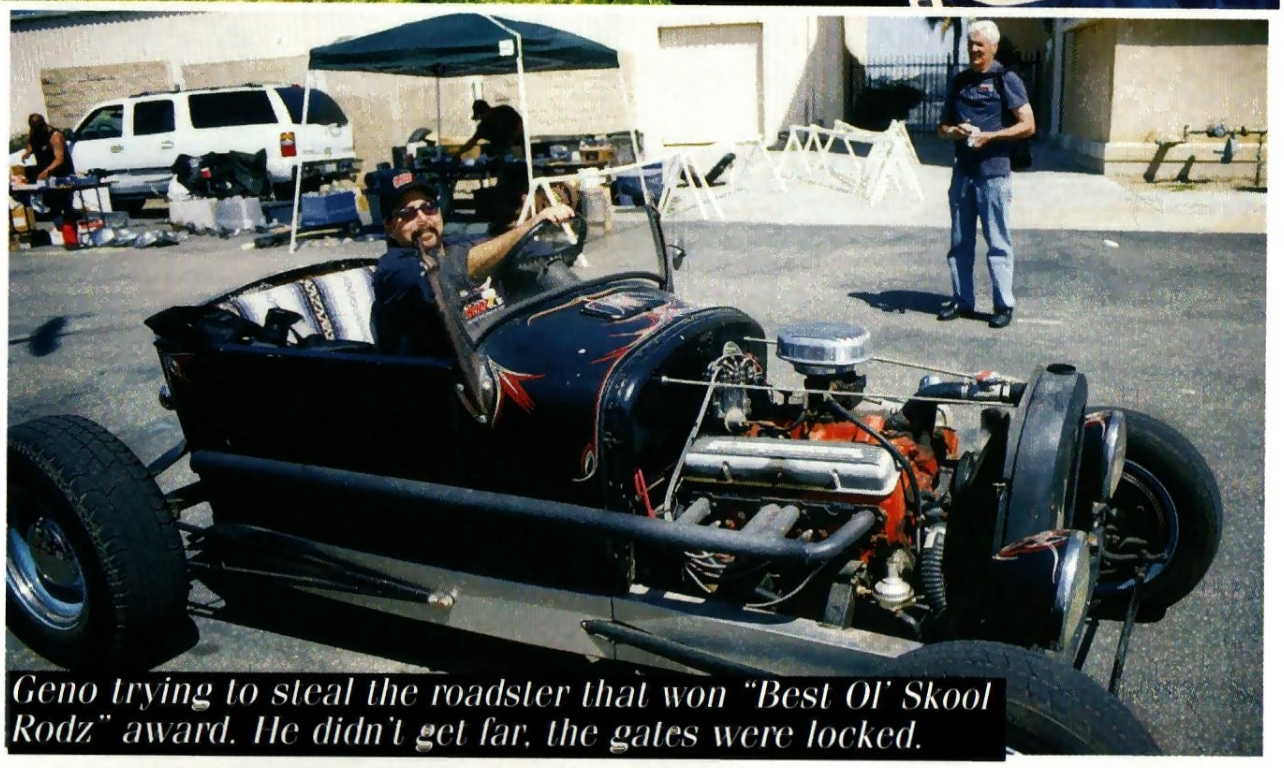
Gennaro, Geno Sr., Bo Huff.

While we were at the show, we took the opportunity to shoot photos of a few feature cars, which you'll see soon in issues of *Ol' Skool Rodz* or *Car Kulture DeLuxe*. Some of us bought a few parts in the swap meet, too, including some Olds Fiesta wheel covers and a couple of NOS '55 Pontiac steering wheels, all fodder for projects to be named later. You gotta get the old goodies when you find them. You can't just drive down to K-Mart and pick that stuff up when you are ready for it.

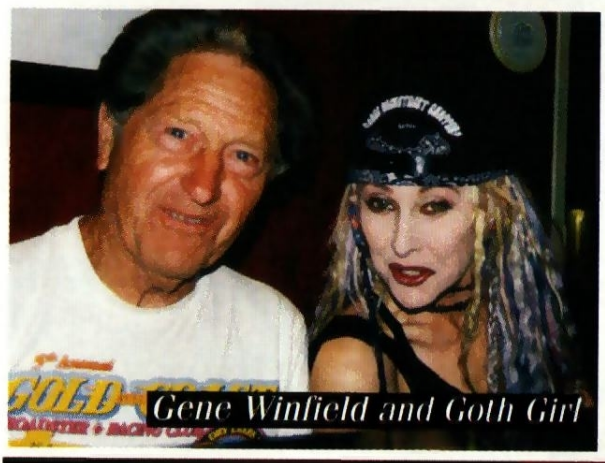
Another common event during our annual gatherings is the meeting to exchange ideas, and we always invite a few local and nearby hot rod luminaries to join in those brainstorming free-for-alls. Being slaves to our own tradition, we did it again this trip. We pulled in some heavy hitters for this round, in addition to almost all of the usual suspects whose byline you see in our pages month after month.

Among our invited guests were the gents and ladies who put on the West Coast Primer Nationals, Bo Huff, Brad Masterson (who works with renowned customizers Bill Hines and George Barris), and the legendary Gene Winfield. They and several others joined in the total group of over fifty of us who bounced around ideas about *Rodz* and *CKD*. There were no punches pulled as we kicked around thoughts and assorted brain farts regarding what we have done right and wrong thus far, and where we should go next.

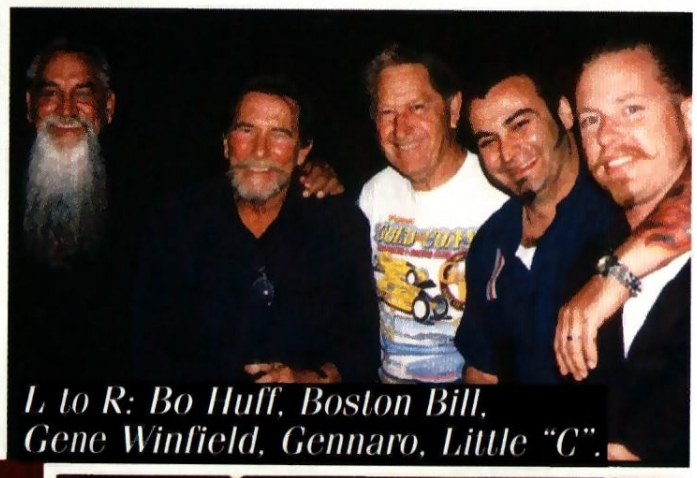
All in all, it was a great trip, and served as a booster shot to motivate us to work harder and smarter to make both of our mags as good as they can be. We want to make both *Ol' Skool Rodz* and *Car Kulture DeLuxe* magazines that are always worth reading and worth saving for future reference. Thanks for your acceptance so far.



Geno trying to steal the roadster that won "Best Ol' Skool Rodz" award. He didn't get far, the gates were locked.

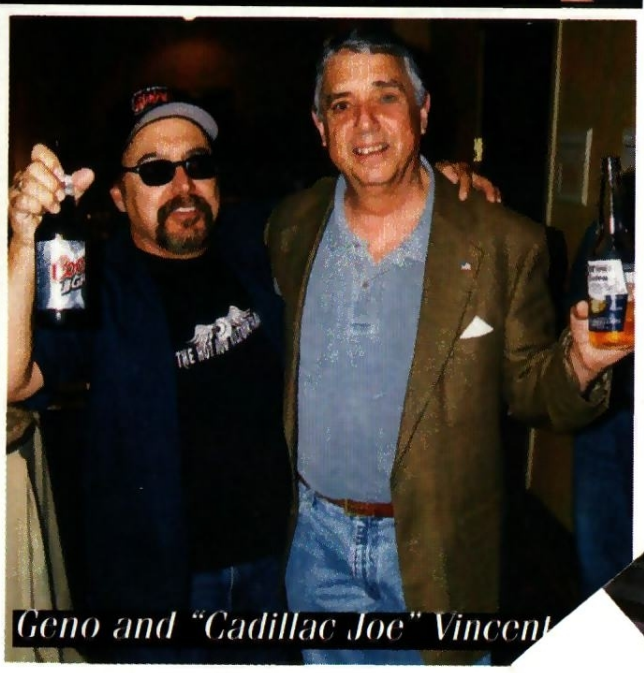


Gene Winfield and Goth Girl



L to R: Bo Huff, Boston Bill, Gene Winfield, Gennaro, Little "C".

Goth Girl is one helluva' pianna' player.



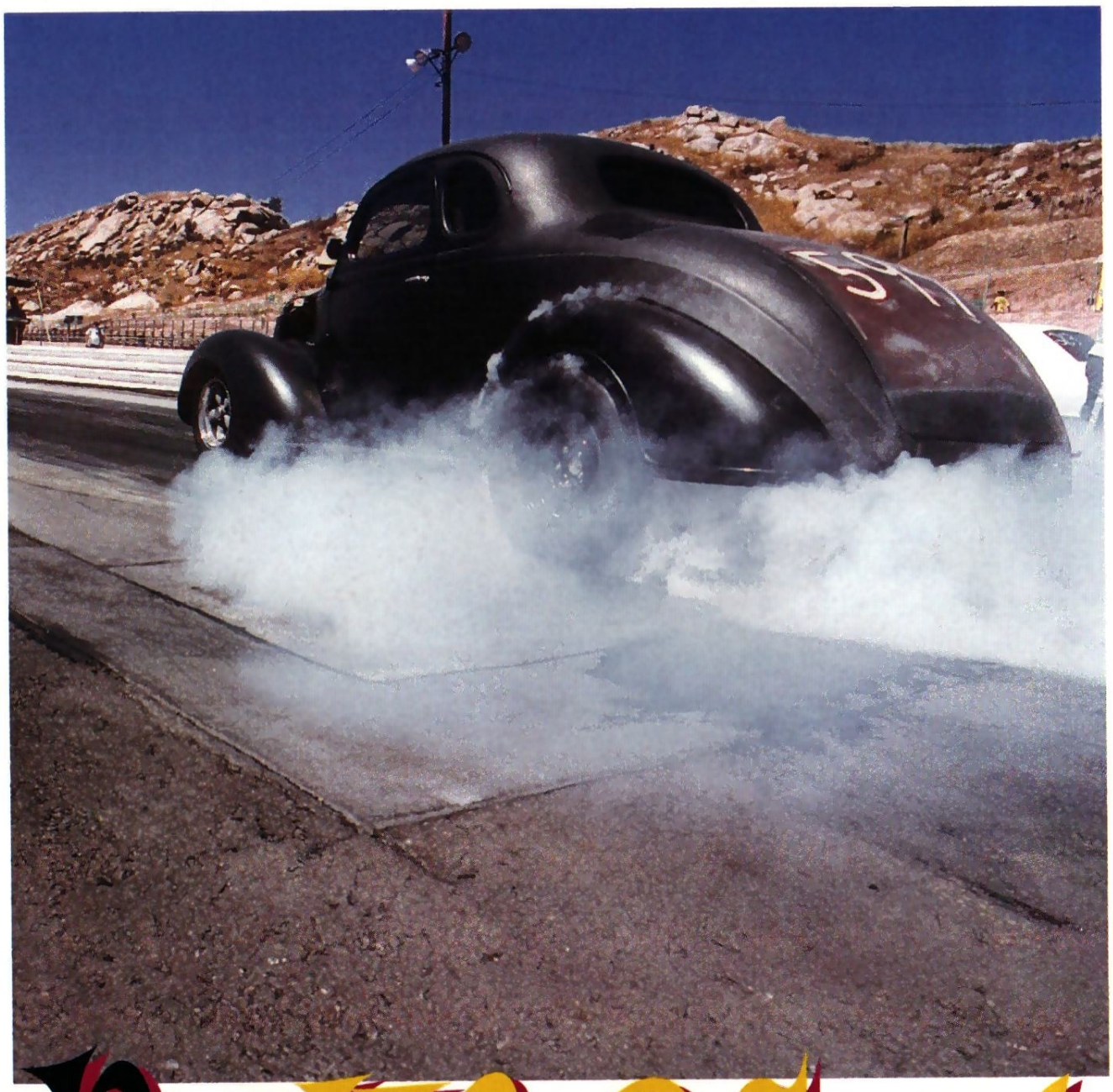
Geno and "Cadillac Joe" Vincent

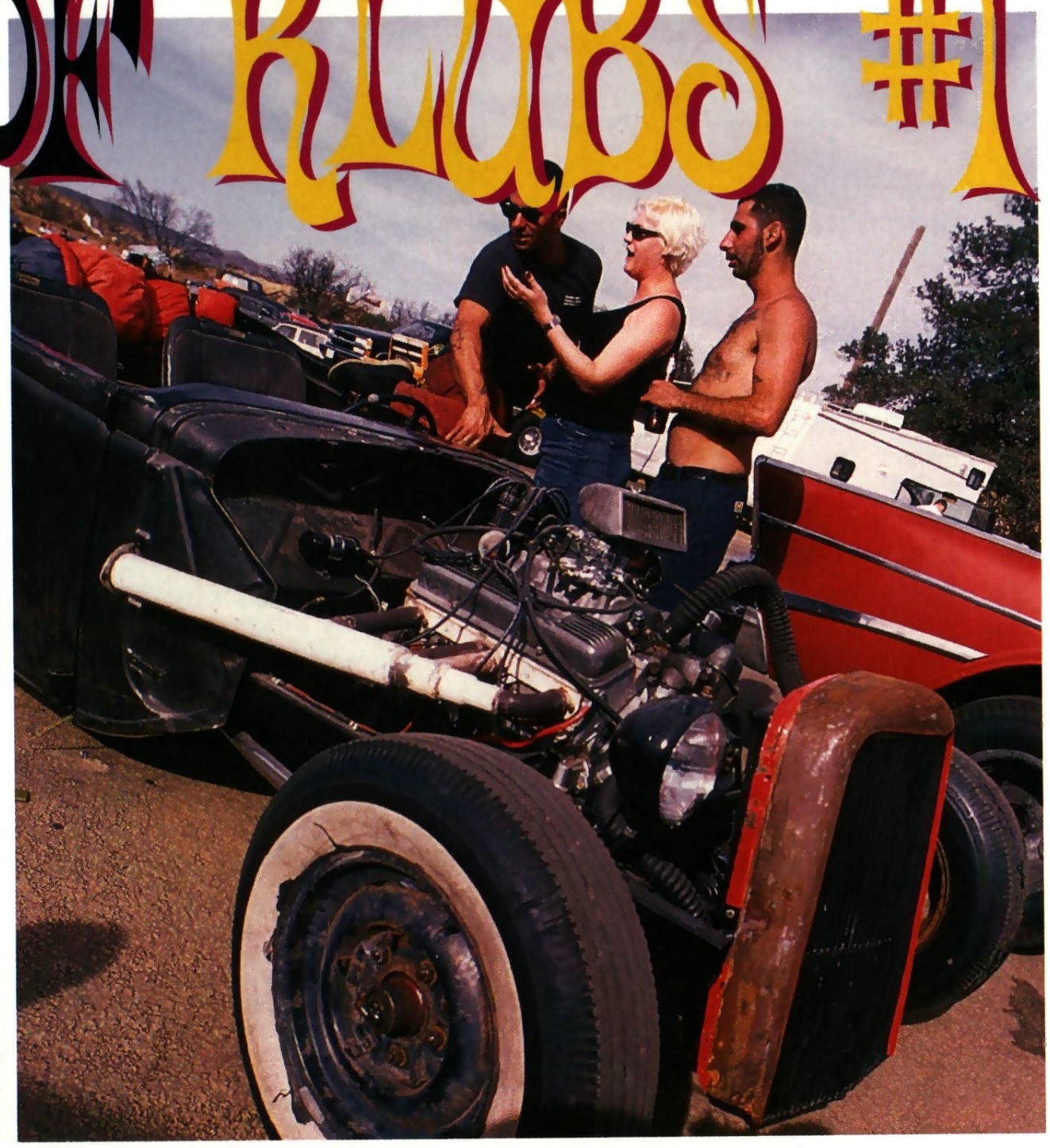
KING OF KLUBS #1

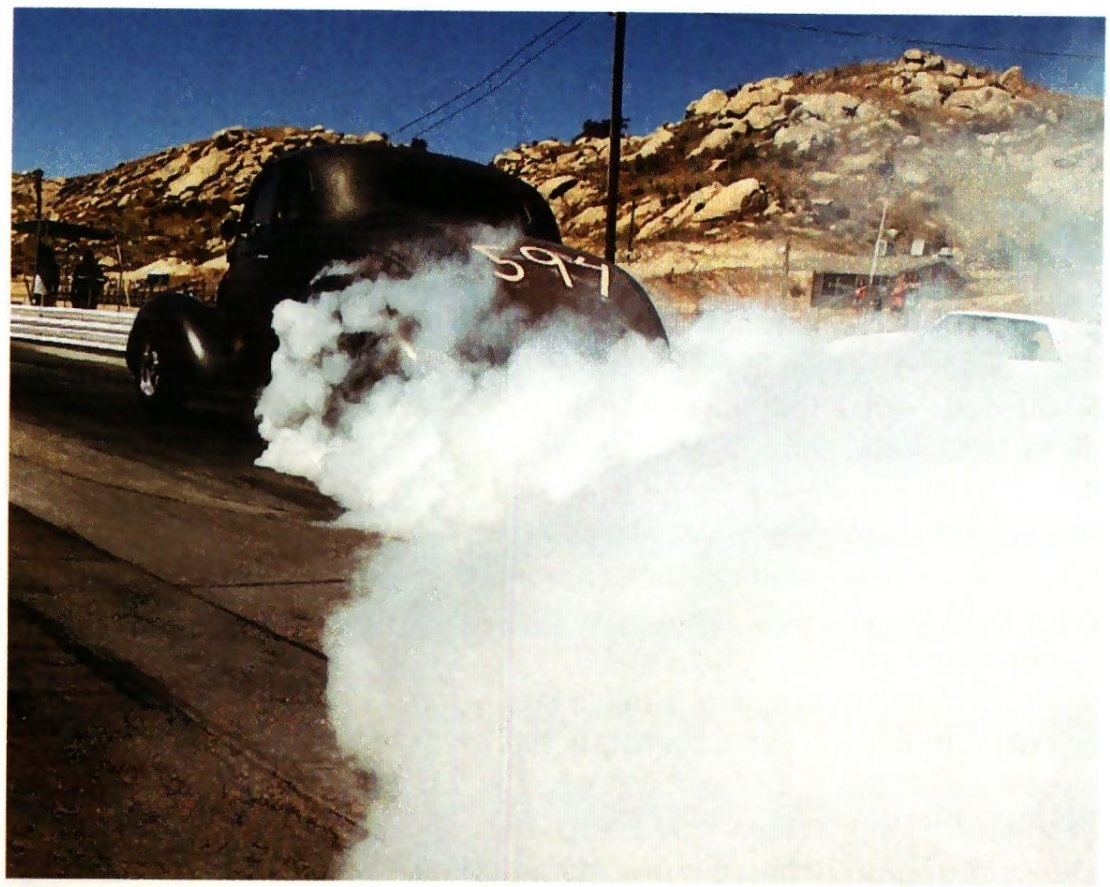
There are tons of shows here in SoCal. We go to hang out, talk with friends, and meet a lady or two. Most importantly, we go to get ideas from other rides and inspiration to get ours on the road. Most of these shows are a show-and-shine deal. There are the few exceptions though.

Some shows let you participate along with your car, driving 'em around the show, racing 'em down a strip if you have that sort of car. Some of these are shows like Paso and the Hot Rod Reunion. Now there's one more: the King of Klubs show put on by the Lifters in San Diego. This was the first annual two-day show. There were a handful of rides and diggers that showed up to prove who had the most HP and gnarliest burnouts. The event was held at Barona Speedway at the reservation here in San Diego.

Racing starts as soon as you want to get in your ride and hit the track. Only the bare essentials are needed: catch can for fluid, no caps, and a strong motor. There aren't too many shows where you can run what you brung. Some of these guys just couldn't get enough, running their rides until they ran out of gas.





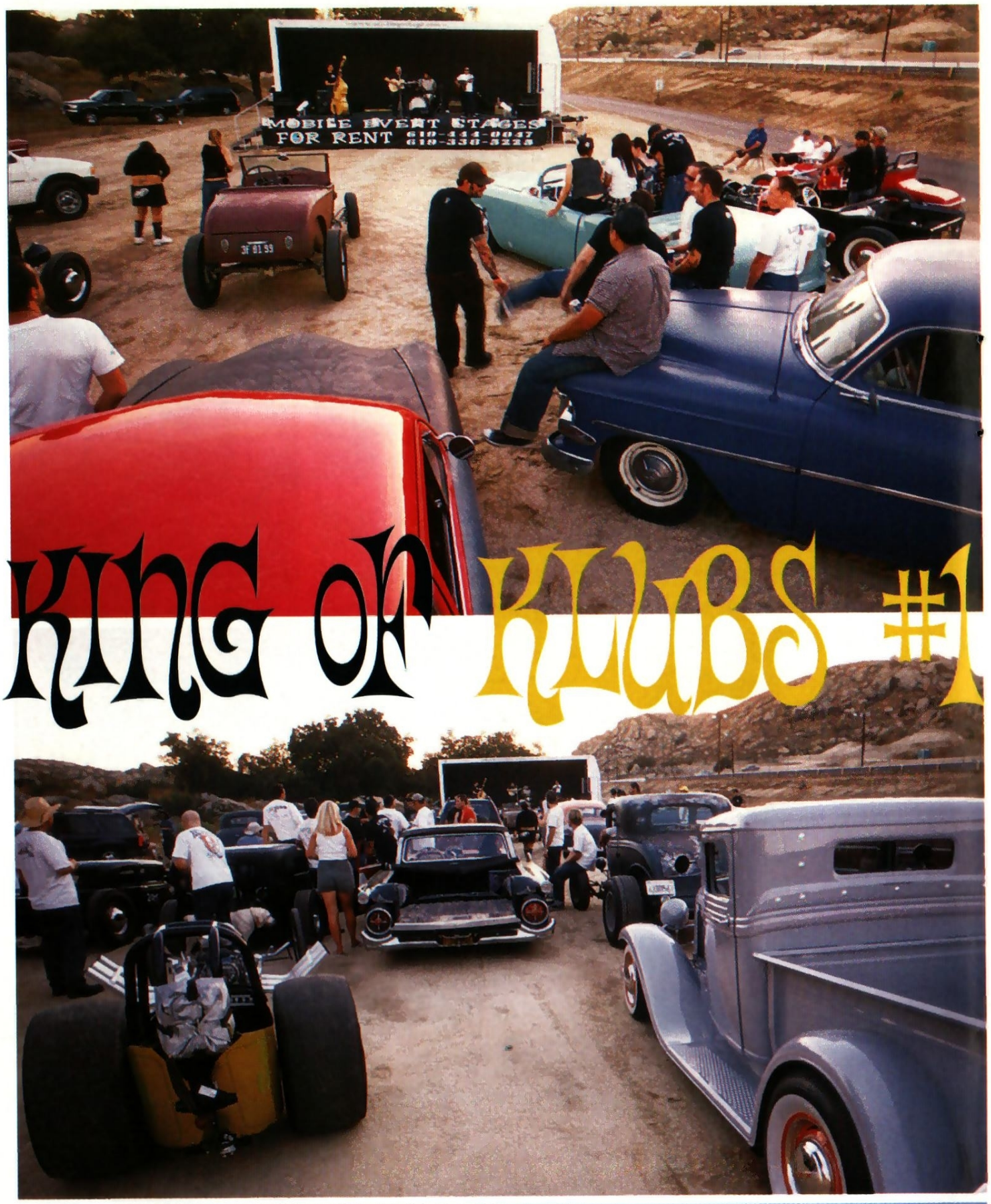


FOR SALE - 32K - 760-883-1135

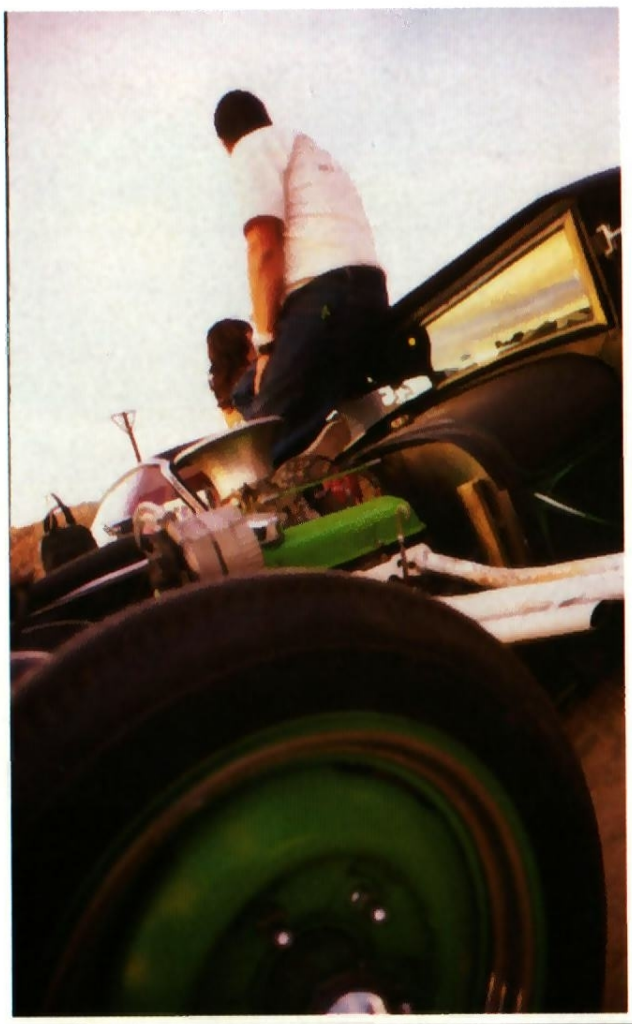
You know its one thing to go to the local timing strip and see muscle run against muscle, but here it's all nostalgia. Model A's running against diggers and sleds. Damn it is what SoCal has needed for a long time.

The track is only an eighth mile but hell you can say you ran a six with a flattie without spending a fortune. Besides the drags that anyone could hit up there was the show, a swap meet with tons of A bodies, burnout contests, bands, and even a burlesque show in the late evening. You could eat the good ol' track food or you could run over to the casino for a little "21" and a buffet.

The Lifters anticipate a much larger crowd next year when the word gets out about all the fun. There will be even more bands, rides, and goings-on. This will definitely be one to watch in the future. Whose club will be the king of all? Find out next year. So start tuning those motors up and get those cheater slicks out of the closet and we will see y'all.



KING OF KLUBS #1



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THE 2004 Moon

A Kustom Kulture Art

By Sam "Slammin' Sammy" Gasowski

Anyone who has spent even the slightest amount of time around kustom cars or vintage street rods is familiar with the Moon logo. The Mooneyes are now over a half-century old. That world-famous logo and the wicked performance parts produced by Moon have graced some of the finest salt-flat streamliners and dragsters, in addition to countless windows and coolers of weekend warriors, plus logo T-shirts, baseball hats and beer coozies.

The late, great Dean Moon started his hot-rodding empire with a fuel block he made in his high school shop class. Dean was responsible for the famous Moon spun-aluminum wheel discs and helped Carroll Shelby with the very first Shelby Cobra.

For about forty years, Dean earned his stripes in the industry and was graced with an unsurprising moniker: Dean Moon, An Original Innovator. Despite the tragic loss of Dean, the folks at Mooneyes carry on his tradition to this day. On Saturday, December 11, 2004, that tradition took shape in the form of the annual Mooneyes Xmas Show.

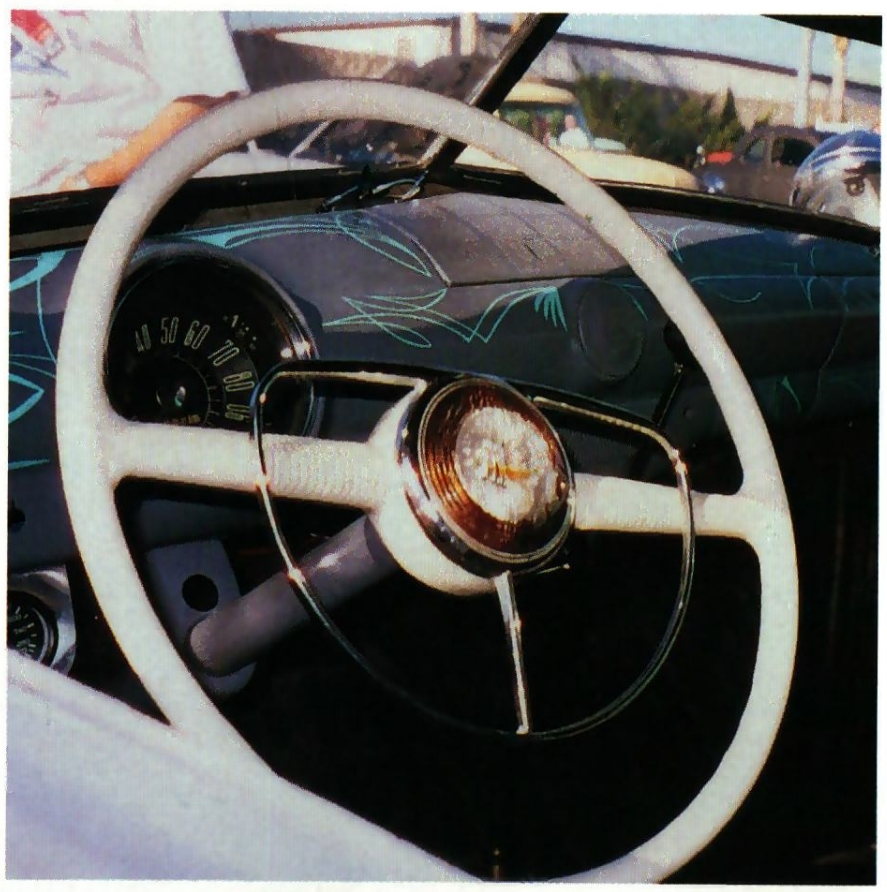
As with the previous year, the shindig was held at the Los Angeles County Sheriff Department's Training Academy in Whittier, California. Apparently, all the tattoos of four-leaf clovers, horseshoes, and four-of-a-kind aces did in fact bring good luck; the organizers could not have bought better weather. Above-average temperatures crept up into the '80s and the SoCal sun was beating down all day.

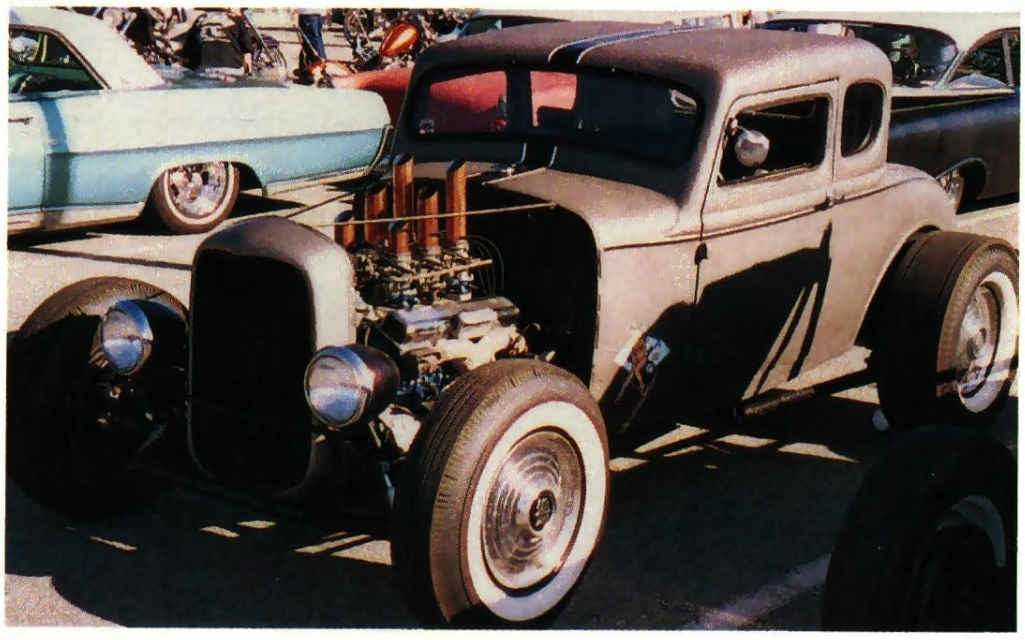
Kool Kars Only

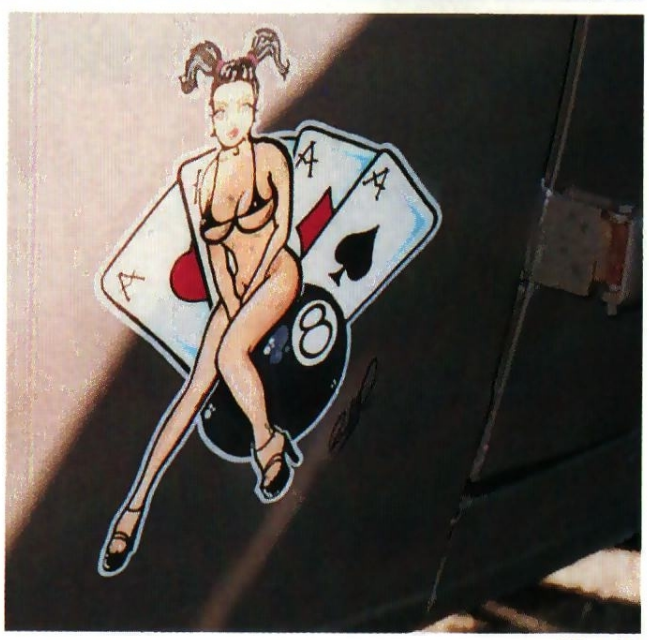
The warm weather was made even better by the 500+ car turnout – and notable lack of tuned imports, winged Hondas and dipshit crotch-rockets. Yup, the Mooneyes show was limited to pre-'64 rides and pre-'64 rides there were: Mercs, shoebox Fords, chopped and channeled rat rods and slammed pick-em-ups, as well as their two-wheeled brethren. Rides from five different decades were represented. Owners and gawkers were from a broad array. Many opted to turn the day into a full-on family affair with the kids. The party atmosphere was perfect for the "widdle wodders" and future gearheads. Those in attendance clearly enjoyed it!

But, if the little ones were coming with Mom or Dad in the sled, they had to get up early! Cars started arriving in the pre-dawn hours. The parking lot was overflowing with amazing sleds and rods before 9:00 a.m. Many veterans, who wanted a choice spot in main lot, were lined up the night before!

EYES Xmas Slow
t & Kar Extravaganza







THE 2004 MOONEYES Xmas S

RAT ROD
EMBLEM
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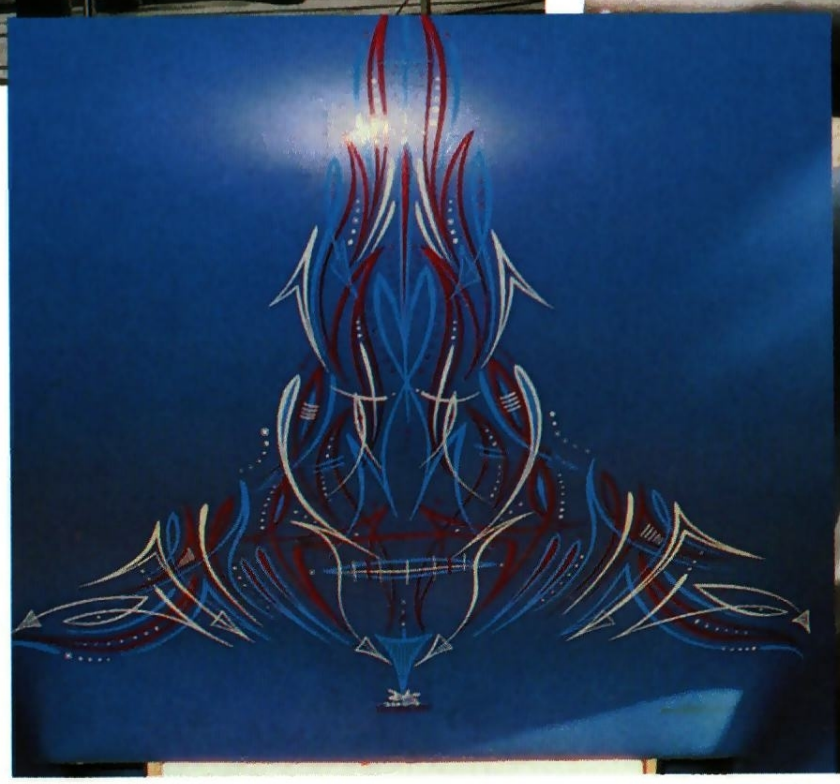
KUSTOM BY:
DAN KEYS
WWW.DANKEYSSTUDIOS.COM



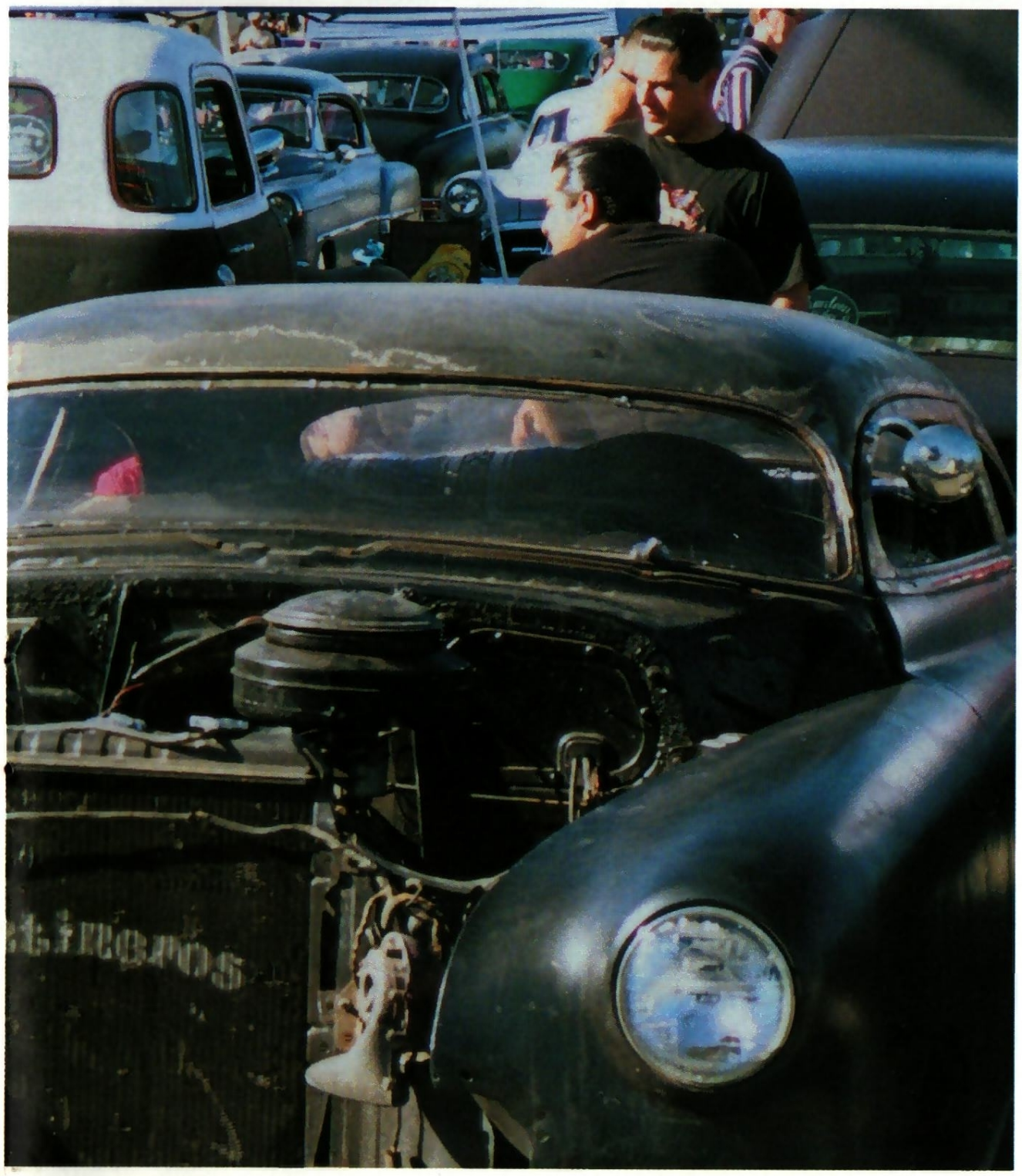
ORGUN' AR8UND

Hey! If your club or organization is having an event or get-together we can help you get the word out FREE. Tell us about your upcoming events so we won't be forced to sort through a bunch of gold-chainer crap trying to find them! Send flyers to Alan Mayes, Ol' Skool RodZ Magazine, PO Box 1824, Tullahoma, TN 37388, or e-mail the info to alan@olskoolrodz.com. Give me the date, event name, any entry restrictions, location, and contact information. Mail it early enough so we receive it at least 3 months prior to the event.
Call 615-305-1028 if you need deadline info.

1st Wed. of the Month - London, England - Hot Rod Night at the Ace Café; ++44 (0)20 8961 1000; www.ace-cafe-london.com

June 18, 2005 - Atlanta, GA - Atlanta Hot Rod Fest, Underground Atlanta, Noon to Midnight. Cash prizes, tattoo contest, live rockabilly bands all day. andrew@alleycatatlanta.com

June 24-26, 2005 - Stuart, FL - Magic Dragon Rod & Custom Show; Martin County Fairgrounds; Pre-1964 only; 772-288-7469



June 25, 2005 - Saugus, CA - 6th Annual Rat Fink Party & Kustom Kulture Extravaganza, Saugus Speedway; Model Building, Tattoo Contest, Charity Art Auction; Pre-registered Kustoms & Klassics $20, Day of show $25; 661-944-2299; www.ratfink.org

June 25, 2005 - Indianapolis, IN - 6th Annual Road Rocket Rumble for Pre-65 hot rods and kustoms. Car Show starts at 9:00am. Live Rockabilly Bands, DJ and the 5th Annual Pin-Up contest. Car Show takes place at the Country Hearth Inn (formerly the Ramada Inn and Conference Center), 520 E. Thompson Rd.; Entry Fee $20. Tom 317-244-8271 IndyRoadRockets@aol.com; www.IndyRoadRockets.com, or www.RoadRocketsIndy.com

June 25, 2005 - South Orange, NJ - 1st Annual South Orange Peel Out presented by The Road Devils New Jersey. Pre-1964 American cars. Bands and vendors. Registration $5 per car, gates open 10 am. Jeff 973-378-9000; info@streetrockwebstore.com

July 3, 2005 - Pacifica, CA - The Last Originals Hot Rod and Kustom Show, The Sea Bowl, 4625 HWY 1; 10 am to 4 pm; $10 per vehicle/ spectators free; live music, food/drink, raffle, bowling, surf, vendors 650-738-8190 www.lastoriginals.20megsfree.com

July 3-4, 2005 - Roanoke, VA - Star City Motor Madness, featuring Eddie Paul's Mercury Cobra Car and the xXx car. Cruise on Roanoke's historic Williamson Road "strip" to 1950s automobile dealership. Car show at Farmer's Market in downtown Roanoke. www.starcitymotormadness.com

July 8- 9, 2005 - Sunnyside UT - Bo Huff's 20th Annual Party & Car Show; Customs, rat rods, motorcycles, hot rods. Music, entertainment, food, vendors. 435-888-2060 www.bohuff.net

July 9, 2005 - Long Beach, WA - Eerie 8s North Coast Car Club presents The Bare Bones Car Show; all rat rods, hot rods, customs, & old cool rusty cars & trucks, custom bicycles, all welcome. Live rockabilly. Delvis 360-642-2215

July 16, 2005 - Port Washington, WI - 41st Annual Port Fish Day Car Show, Upper Bluff Park. Scott Ferris 262-376-9193 www.portfishday.com

July 24, 2005 - Sandy, OR - Sandy Kiwanis/Over The Hill Gang NW Fly-in/Cruise-in. Open to all vehicles. $10 entry/car. Pancake breakfast. Private airstrip & vintage airplanes. Tom 503-723-3734

Aug. 5, 2005 - Kennedale TX - BHRA Nationals at Texas Raceway. Old time drags & heads up Super Stocker drags featuring nostalgia and restored '60s Super Stockers and Match Racers. Event honors the late Bill Hielscher (Mr. Bardahl) of '60s match race and AHRA fame. Track number is 817-483-0356.

Aug. 6, 2005 - Galion, OH - Penny Pynchers 1st Annual Rat Riot '05, Amanns Reservoir St. Rt. 309, 8 AM- 4 PM, registration 9-1. Open to all ol' school cars, kustoms, trucks, bikes (choppers bobbers) mid-sixties type slingshots, altereds, drag cars, etc., pre-1967. No Billet rides! Must have carbs or old fuel injection (factory, old Hilborn, etc.). Pin-up contest, food, sorry no alcohol. Bill 8-5 EST 419-468-1254; timex123@bright.net

Aug 6-7, 2005 - South Butler, NY - Third Annual Nostalgia Weekender. South Butler Drag Strip & Motor Sports Park. Special guest appearance by Bo Huff and Stella. 315-776-4925

Aug. 13, 2005 - Brooklyn, NY - Rumblers 5th Annual Kustom Kills & Hot Rod Thrills. Union Pool, 484 Union Ave., bands, booze, BBQ. www.rumblersnyc.com

Aug. 20, 2005 - Asbury, NJ - 3rd Annual Jalopy Jump & Jive; Asbury Lanes, 209 4th Ave; Cars, bikes, rock & roll, bowling. Mel 908-930-8813; kingrat@asburylanes.com

August 26-28, 2005 - Macungie, PA - Wheels of Time SRA Rod & Custom Jamboree @ Macungie Memorial Park. Rods & Customs to 1963 only. Candy Clark and Bo Hopkins from the 1973 classic movie American Graffiti; Sheriff Roscoe P. Coltrane (James Best), two Cousin Daisy look-alikes. www.wheelsoftime.org

Sept 23-25, 2005 - Mitchell, SD - Cruise In & Hot Rod Show. Special guest appearance by Bo Huff and Stella. Hot rods, kustoms, lead sleds, rat rods. 605-996-7203 evenings; hotdodge40@hotmail.com

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The 2004 Mooneyes Xmas Show

Tunes

No real car show is complete without some good ol' hot rod style rockabilly and rock-n-roll jams. The crowd was kept entertained by both the Hot Rod Trio and the Dynotones. Also on hand were the amazing 15-year-old Rory Justice and his Ubangi Rockers. Rory rocked and crooned a long set in the hot sun. Rory was also joined by his dad, Crash Justice, for a few killer cuts. Simply put, the music was bitchin'.

Art & Vendors

The list of artists on hand was like a who's-who of the kustom kulture low-brow art world. **Guests included Robert Williams, Von Franco, Jimmy C, Keith Weesner, Dennis McPhail and others**. Many artists threw up a shingle and offered several of their original pieces for sale. Among those selling their wares were Hot Rod Saint, Doug Doer and his Kool Tools, Matt Kotch and his Fishhead art and Jeff Styles of Styles Pinstriping. Styles offered rod-inspired coffee tables complete with stripes and scallops. Talk about conversation pieces! Not to be outdone at their own event, the Mooneyes crew had a large trailer-style portable shop and showroom, offering everything from T-shirts to shot glasses.

Sleds & Rat Rodz

The artists and vendors were not the only ones showing off their stuff. Several professional customizers and rod techs had their latest projects on display. Chaun "Rumble" Ralls of Rumble Rods (Hawthorne, CA) brought his shop truck, a '49 Chevy pick-up laid out on air bags. The truck is Chaun's daily driver and recently won Best Truck at Blessing of the Cars. Rumble Rods also cruised over with a recently finished 1929 Model-A roadster pick-up, which has been chopped 6", channeled, and sectioned 4".

While some pros brought out their latest projects, most of the rides on display were of our favorite type - those of the home-built variety. Rodders and customizers came from as close as Santa Fe Springs and as far away as New Zealand. Many were affiliated with clubs, which made for quite a parade when folks started to roll out at the end of the day. Solo cruisers were also on hand, showing off their amateur handiwork.

Looking forward to 2005

Chico, Gary, and the rest of the gang at Moon sure know how to throw a party. Without a doubt, the Mooneyes Xmas show is one of those must-attend events on the West Coast. If you missed it this year, make sure you don't in 2005. And if you're the anxious type and simply can't wait until December, 2005, swing by Moon in July, when they open their doors for the annual BBQ and open house. Hope to see you there!

CALIFORNIA
QUW 686

EIGHTS AND
ACES

LOS ANGELES

Breathe Little Y-Block,

By Alan Mayes

In the spirit of Tim Taylor and Home Improvement, I know we're all do-it-yourselfers here. My philosophy is pretty simple. **Never pay someone else to do something I can do myself. But I do have some exceptions to that rule.** One, if I can pay someone else to do it cheaper than I can do it myself, the other guy gets to do it. Two, if I have to buy equipment to do it that I'll never use again, and the equipment is more expensive than the job, the other guy gets to do that job, too.

So, when it comes time to take on a major project (and major is in the eye of the beholder), I always check the cost of having the job done by a professional. Then I weigh that cost against the cost of doing it myself, including the cost of parts, and any needed tools, either purchased or rented. I usually don't weigh in the possible cost of hospital visits or medicine because I seldom hurt myself bad enough that a few band-aids and Tylenol can't cure the wounds.

What's that Quiet Sound?

When I bought my Edsel, the seller told me there was a small exhaust leak. He wasn't sure where it was, but it was somewhere underneath the car, not in the engine compartment. As I drove the car home from Georgia, I could hear the leak, but it wasn't bad and there were no fumes coming into the car, so it was no big deal. What was a big deal, though, is that the car was too damned quiet! So I knew some healthier sounding pipes were in my future. Besides, a V-8 needs duals. It's just the way things should be.

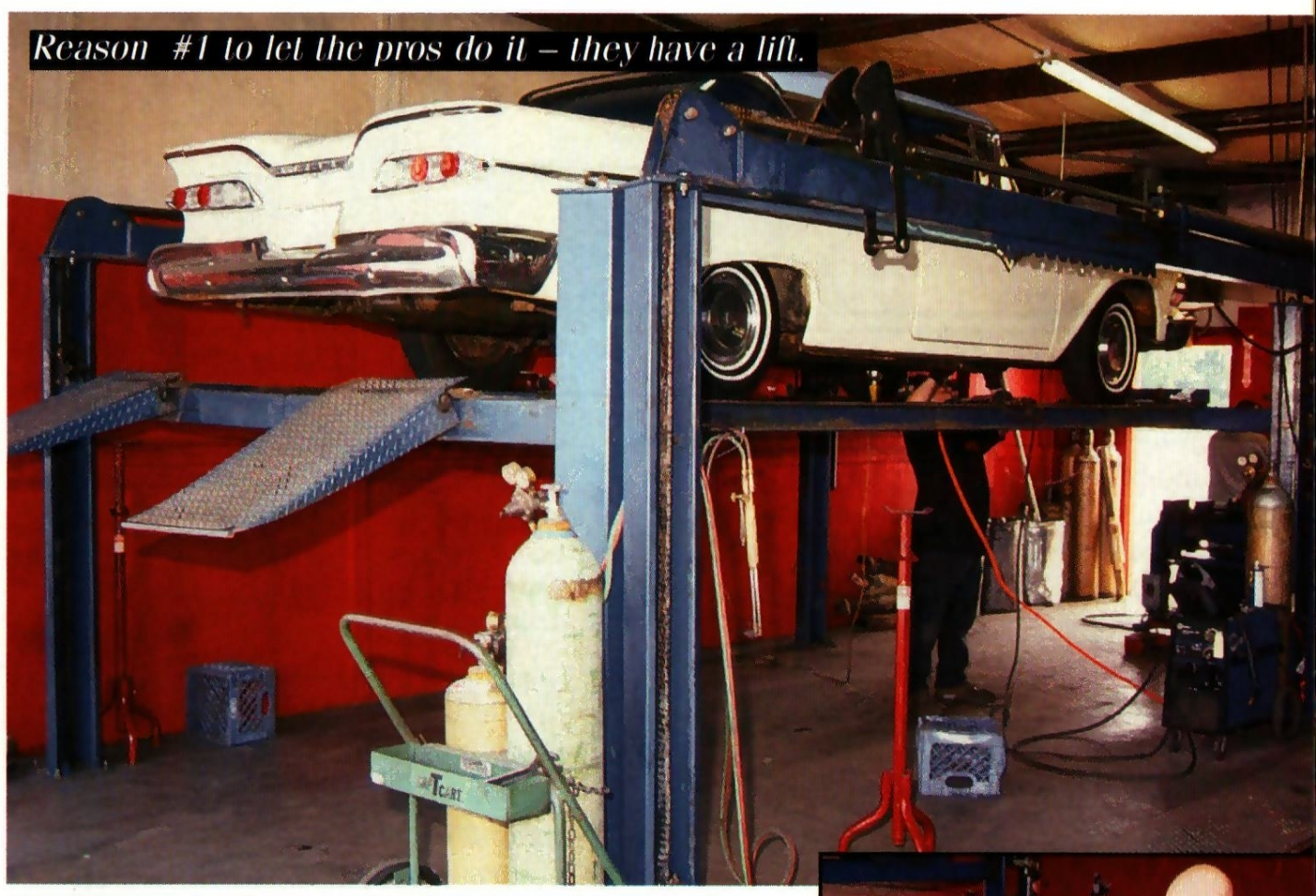
Seek the Pipes

I started checking around for some duals and found a complete aluminized set through an eBay advertiser for $260. That didn't seem too bad, but that was with stock style mufflers (in other words, too quiet). It was also uninstalled, which meant I would have to crawl around under the car, take off the old set, and then install the new set.

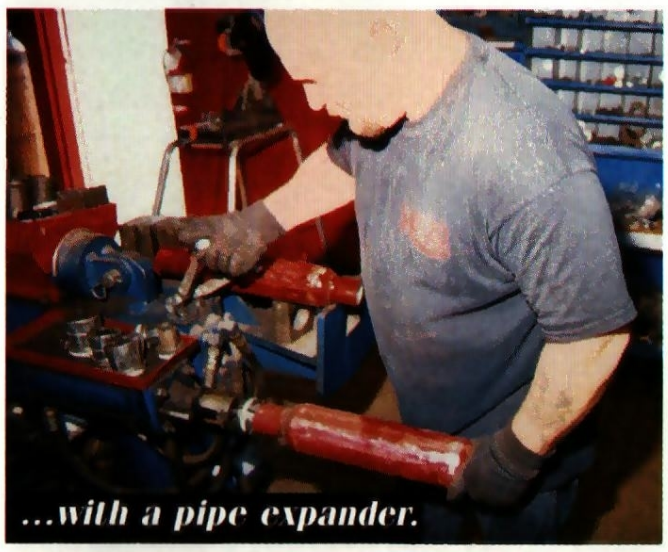
Part two of my research led me to my local muffler shop, Maxi Muffler in Tullahoma, Tennessee. I talked with co-managers Shane Knowles and Mike

Breathe! YOU DO THE MATH

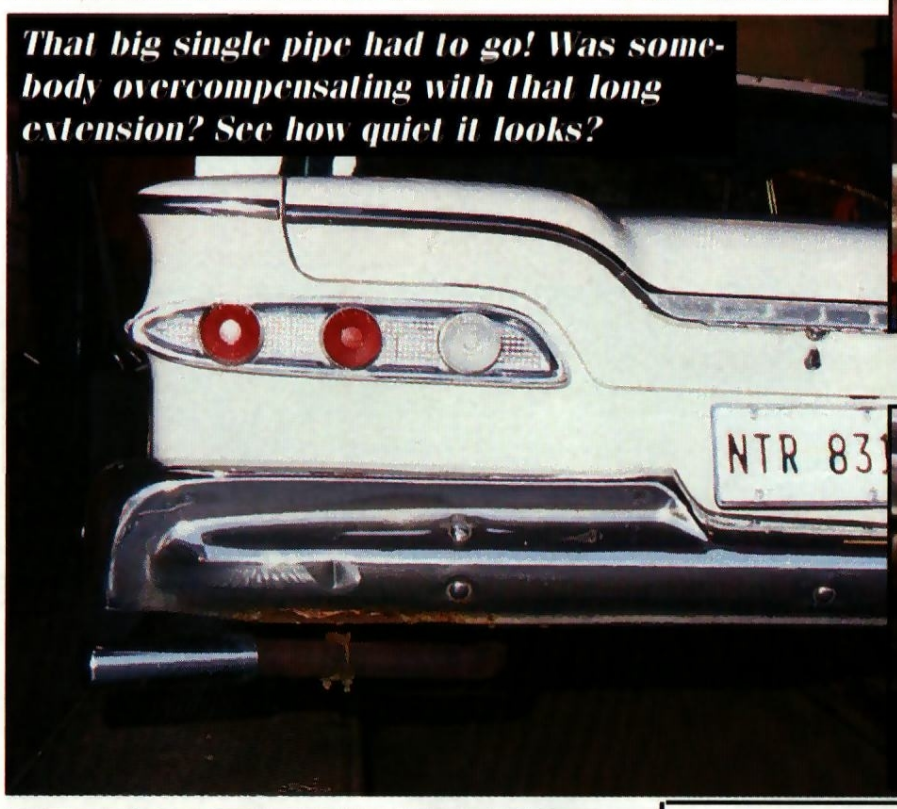
Reason #2 – they have a tubing bender…



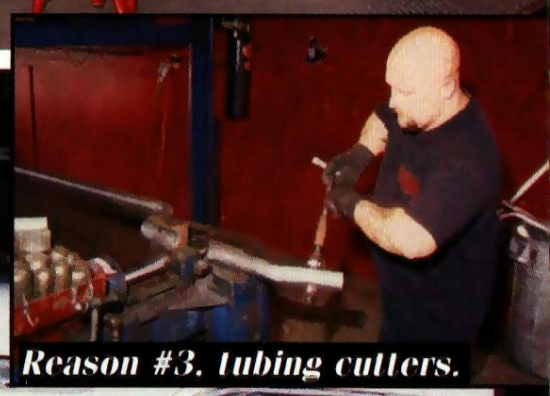
Reason #1 to let the pros do it – they have a lift.



…with a pipe expander.



That big single pipe had to go! Was somebody overcompensating with that long extension? See how quiet it looks?



Reason #3. tubing cutters.

Mike welds the new tips on the tailpipes.

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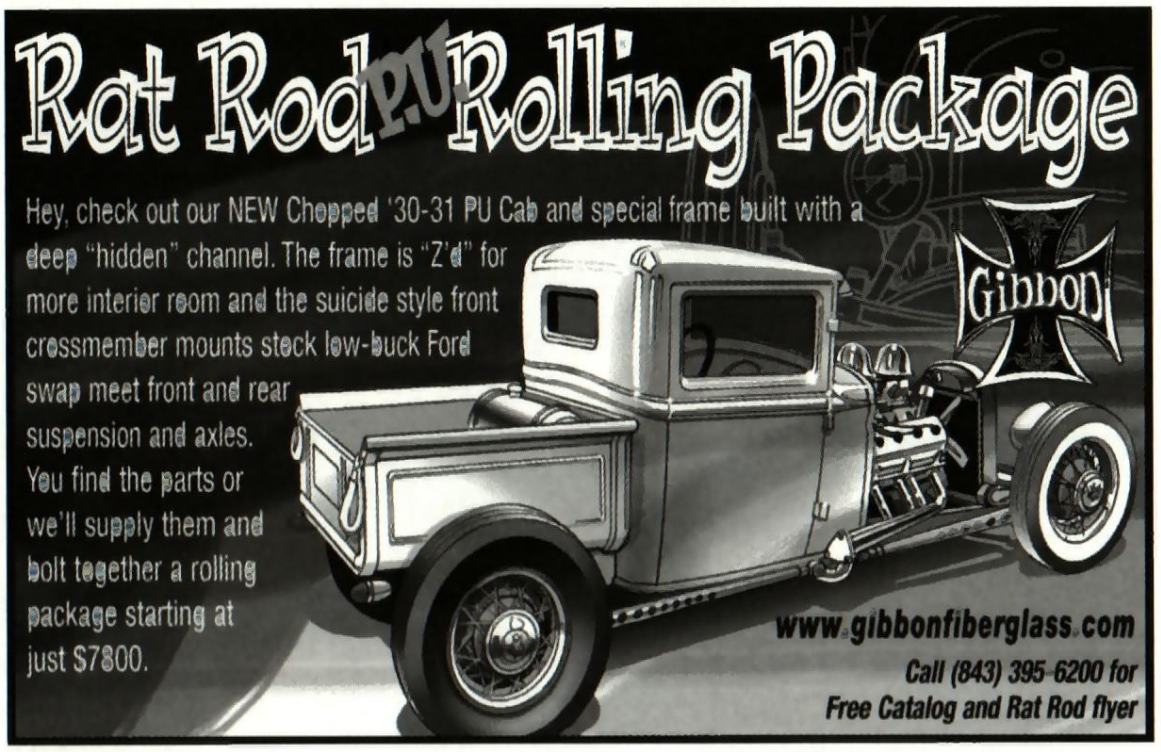


Stone for a few minutes and decided they were the guys to do this job. They would put on a custom-made set of aluminized pipes with a pair of Cherry Bomb glass-pack mufflers (right sound) and throw in a pair of chrome tips for $149.95, plus Tennessee's obscene 9% sales tax. Let me compute this now. I can get a full set of duals with the right sounding mufflers, installed, for $100 less than I can install them myself. Even I could figure this one out!

Let the Buyer Beware

A word of caution is due here. Make sure when you have any job like this done, you get a complete understanding of what is going to be done and what is included. When I was in high school, lo those many years ago, I had a '66 Pontiac Catalina convertible. I had a nearby Midas shop put duals on it, but instead of taking the y-pipe clear off like Shane and Mike did, those guys cut the crossover part off and just flattened the remaining stub down. It leaked in a matter of weeks.

Life is Mellow

The next day, I took the car to Shane and Mike. As I watched them cut loose my pipes, I looked around and recognized four reasons why this is the kind of job to farm out to professionals. One, they have a hydraulic lift. Never once did either of them have to crawl on his back. Two, they have a hydraulic pipe bender, with dies. Three, they have big tubing cutters. Four, they have all different sizes of hangers right there in a box. They didn't make a single trip to NAPA or AutoZone while I was there. Ninety minutes later, I drove out in a car that looked and sounded like it had a V-8 in it. It is, indeed, a beautiful thing.

Source: Maxi Muffler & Brake, Tullahoma, TN 931-455-2999

No Muff Too Tuff

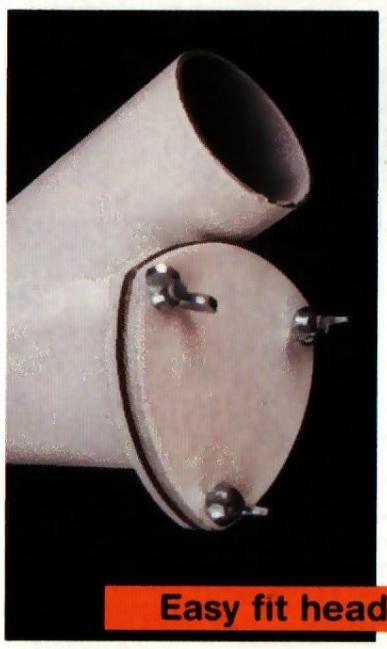
By Smiley

Inspired by the burble from Alan's car, Geno determined it was time to give the Rodz delivery some dual exhaust. So, he called up the best place in town to get the exhaust flowing, Pro Muffler Shop, owned by Jim Long in Delray Beach, Florida.

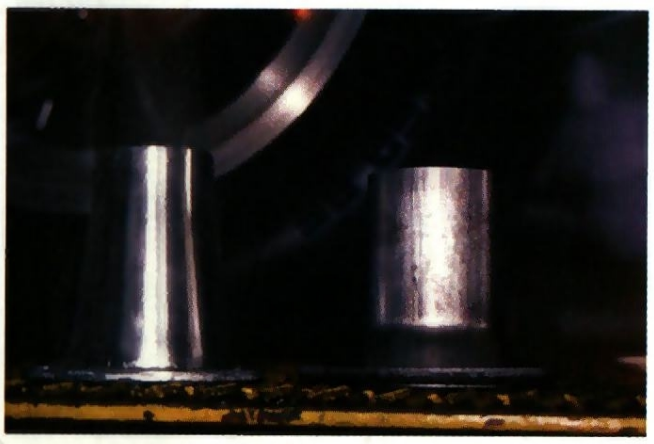
Jim has been in the muffler game for a good twenty-five years and sticks to the old way of performing his trade. His shop is known as the place to go to when you need the ultimate exhaust set-up for your hot rod. With his main man Johnny Smith working along with him, the two of them had the old exhaust off and the new mounted quicker than Michael Jackson on a ten year-old boy!

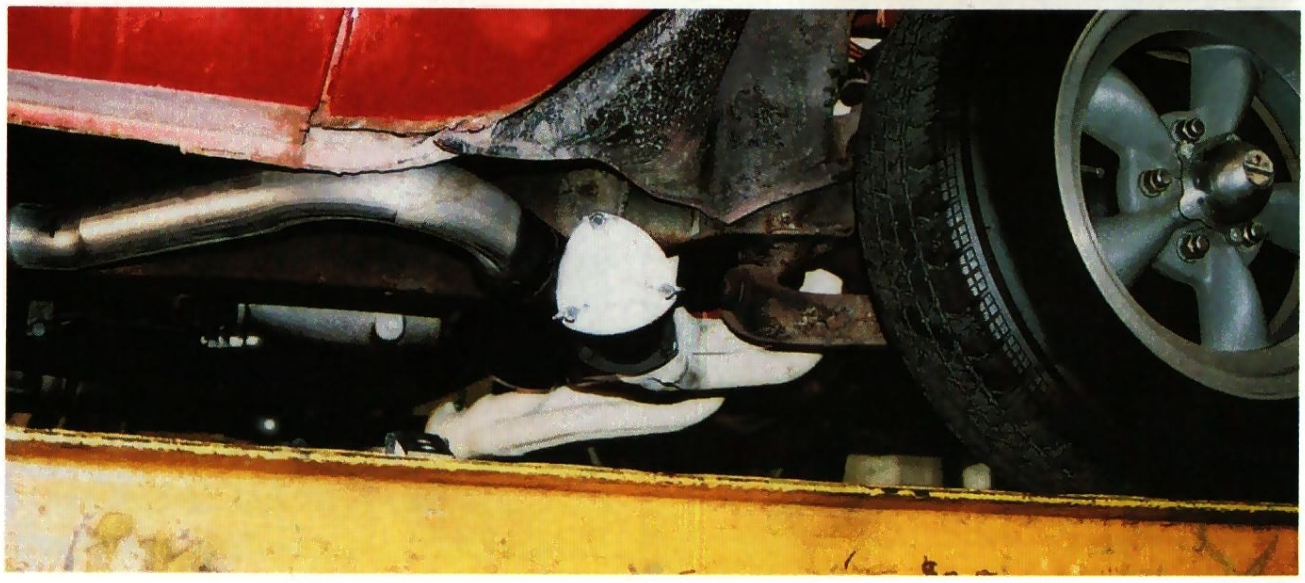
The two of them (Jim & Johnny, not Michael and the boy) started off by ripping out the old exhaust and coming up with a game plan for mounting the new dual system. Johnny tackled the headers and dumps that Geno had painted white, while Jim bent the tubing and did the welding on the back half of the system. Getting around the rear-end and fuel tank proved a bit of a challenge for ol' Jim, but it was quickly finished up and topped off with a few stainless steel tips. After the exhaust was finished, Johnny fabricated a new alternator bracket because the old one had previously mounted off the stock exhaust manifold. Then all that was left was to bolt on a new set of SoCal valve covers and Geno was back to cruisin' again.

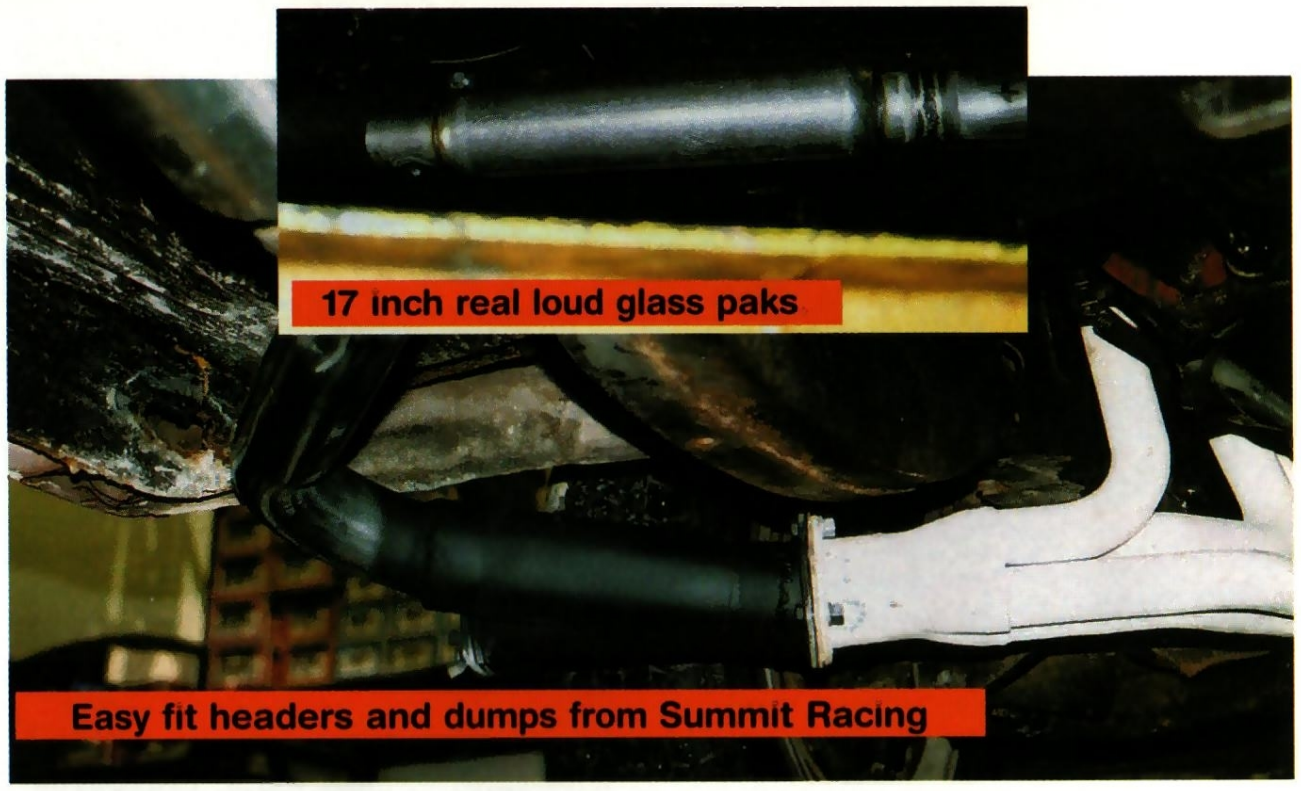
Source:
Pro Muffler Shop
561 272-0988
1 West Linton Blvd., Bay 14
Delray Beach, FL

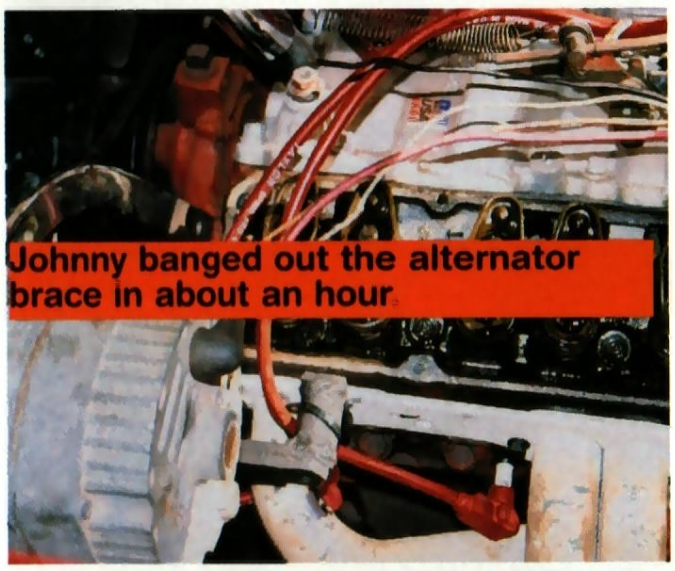


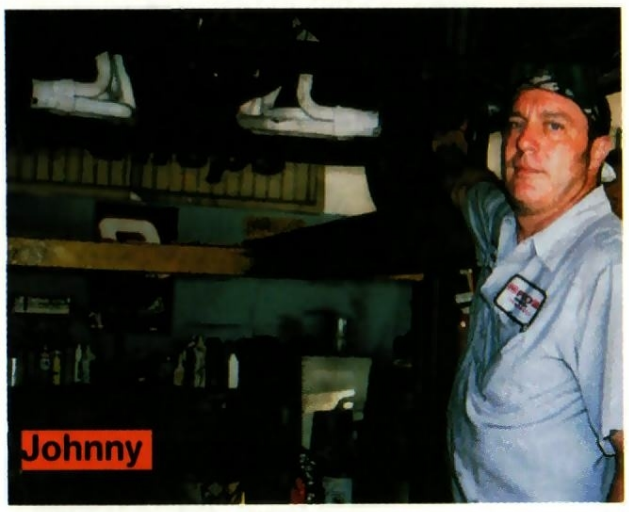
Easy fit headers and dumps from Summit Racing

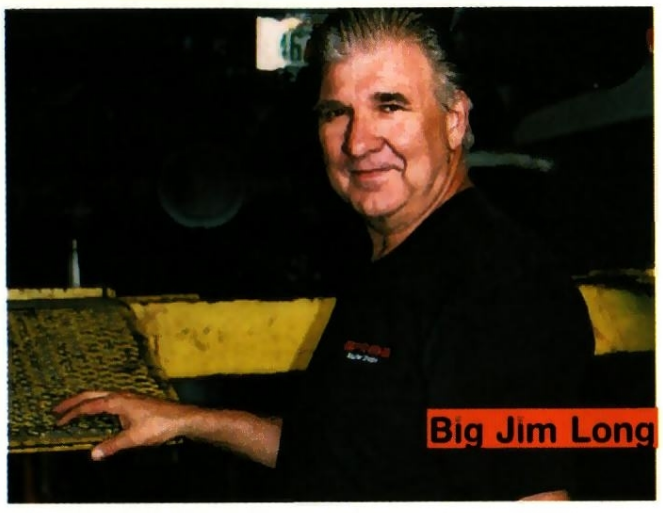


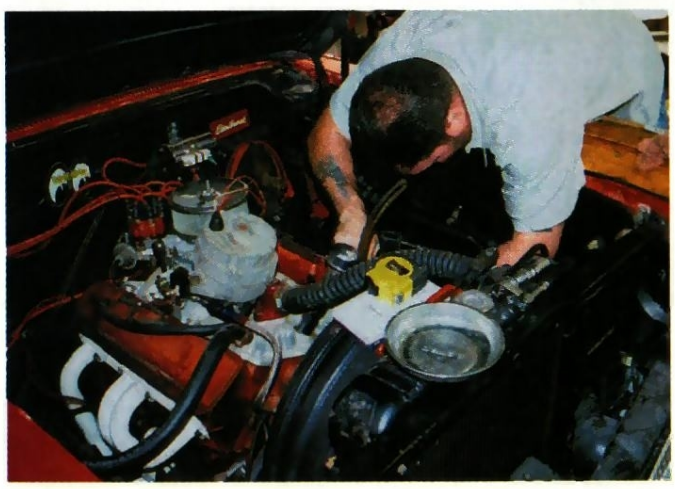












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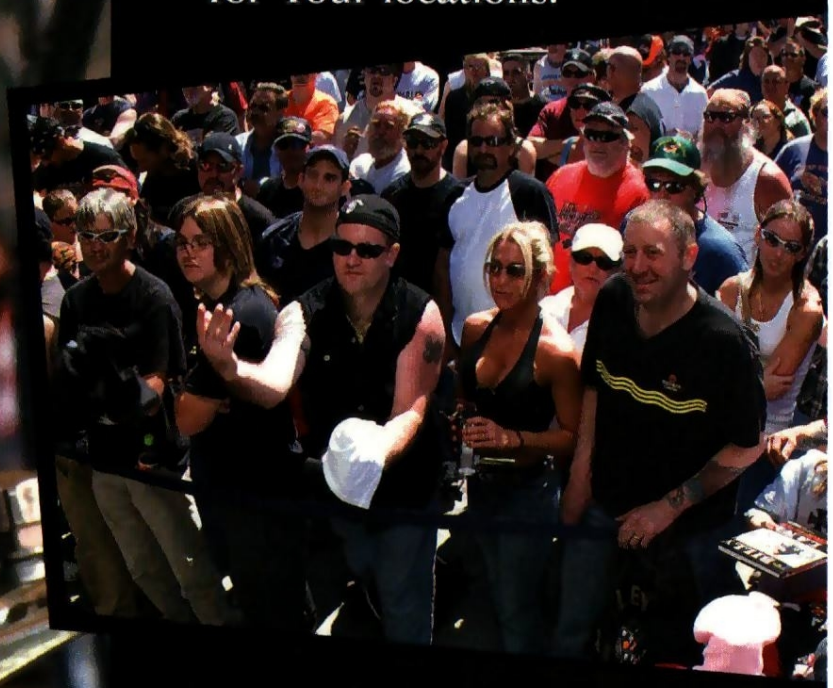

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Shifty Bi

By Nelson Kanno

If you haven't noticed, there's a buzz going on. Hot rod nostalgia is everywhere these days, and since 1992 the Shifters car club has been one of the pioneers of the movement. Being involved in several of the Southern California area hot rod events (Viva Las Vegas, for example), the Shifters laid tracks for many clubs to follow.

This time around we get to take a small dip into their scene. We're also gonna check out the infamous clubhouse and the 1940 Merc you see here. The car belongs to Kevan Sledge, one of nine Shifters members.

OSR: Where'd it all start for you?

Kevan: I guess it all started with American Graffiti. As a kid I remember seeing it at the drive in movies in my dad's red, white, and blue metal flake van. I just remember that yellow deuce and how excited I got every time it came on the screen. Some things just stick with you.

My first car was a '64 Pontiac, which I made into a muscle car. It was fast but I kept getting beat at the street races. I decided to build a T-bucket with a 440 and giant steamroller tires. About that time (1990) Bo Didley and Buddy Holly came into my life as well as pictures of Norm Grabowski's and Tommy Ivo's T-roadsters.

Needless to say that changed my life and my T-roadster got a '49 Cadillac motor with whitewalls, not a 440 or the steamrollers! So I got deeper and deeper into vintage music, cars, clothes, etc. It's been sort of a whirlwind ever since.

OSR: How long has this clubhouse been here?

Kevan: We've been at this location for about four years and two years at another shop down the way.

OSR: What goes on here?

Kevan: Usually just getting drunk, but occasionally we do manage to get some work done on our cars. We do throw some wild parties every once in a while. Absolute chaos!

OSR: Tell me about your car.

Kevan: Well I got it about three years from my buddy Rudy as a bone stocker. It was off the road since the mid '70s and the motor looked like one big rusted hunk of steel. I got it home and started dickin' with it and found out the engine was rebuilt back in the '70s and had never been run or painted. That was a bonus!

Anyway, I took the car to my buddy Anthony Castaneda (fellow member of the Shifters, owner of O.C Rod and Custom) and he lowered it and got the brakes working while I got the engine cleaned up and running. After that I drove it back to the clubhouse and immediately chopped the top.

I took 6" out of the front and 8" out of the back. It was a bitch to get the lines right. I'm still working on it. When the roof was back on I shaved the door handles, nosed, and decked it. I've been driving the piss out of it ever since.

OSR: What were your influences when building this car?

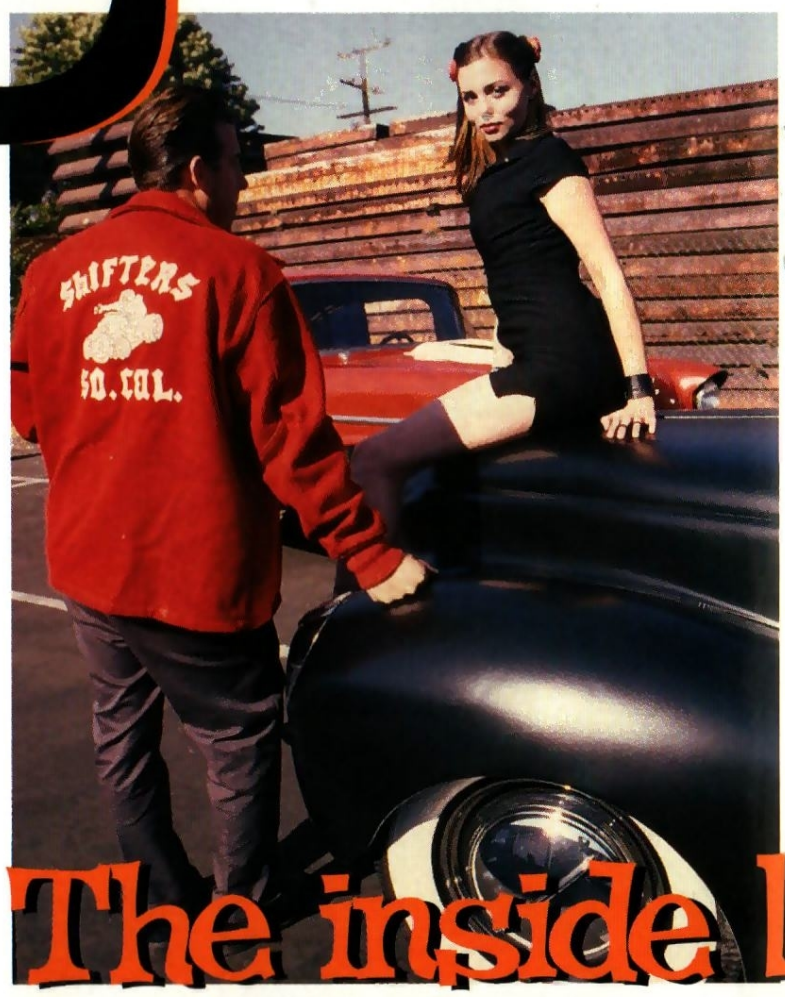
Kevan: I was definitely influenced by the Nick Matranga Merc built by Sam Barris in the late '40s. There's no denying that it's one of the best customs of all time. Mine will be along the same lines as that, but with my own special touches. I want to finish the top, mold the fenders, put glass in it then take it to Tijuana for some interior. I've also got a really hot flathead that I'm getting ready to put in it. Eventually I'll get it straight enough to paint it gloss black. It'll be evil looking!

OSR: What other projects you got?

Kevan: Well I've still got my same T-roadster that I've had since I was seventeen. That's always an ongoing but driving project. I've got also got a '32 roadster, '34 3-window coupe and a '57 Chevy gasser. It's enough to keep me busy for a while.

OSR: What should our readers be looking out for next?

Kevan: I would really like to get my T back on the road. I'm getting ready to rebuild the transmission and install an early quick-change rear end. It's been off



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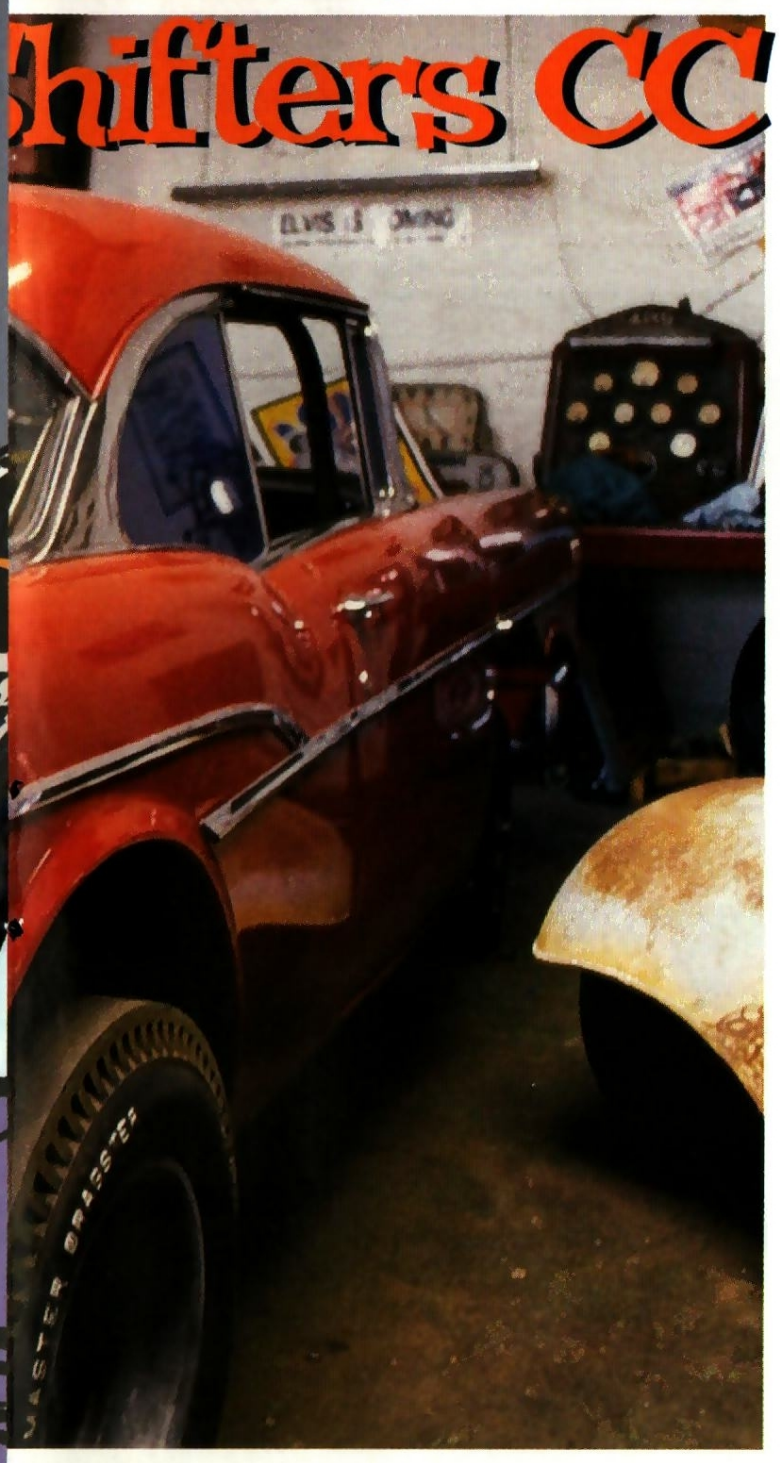

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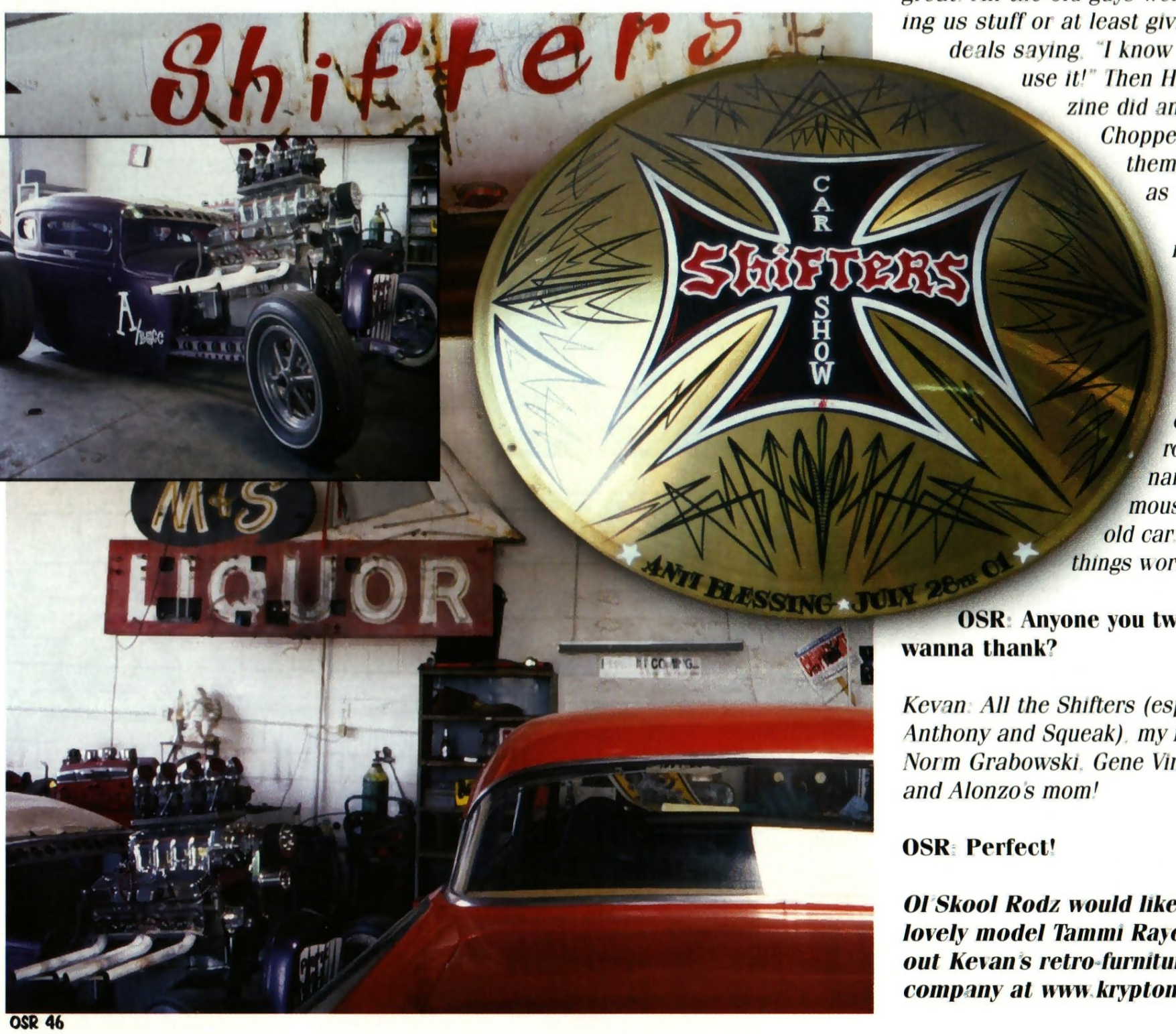

the road for about three years and I really miss driving it. I think a lot of people really miss seeing it, too. I get shit about it all the time. It's a sin. After all, it is the club's first hot rod. So I guess that would make it the first rat rod. So yeah, I guess that's next.

OSR: So lets talk about the term "rat rod". Where'd it come from?

Kevan: Anthony Castaneda made up the term "rat rod". He was going to some motorcycle shows in the early '90s and kept seeing these hard ass bikes called rat bikes. Dirty, rusty, old, oil drippin', hard lookin'. You know, the real bikes. Anyway, they stuck in his head and in '95 David Featherston was doing a photo shoot with all our cars and he was interviewing all of us. He asked Anthony how he would describe our hot rods. He replied, "They're like rat bikes but cars, so I guess they're rat rods." David wrote it down. When he did the article for R&C, "rat rods" was what the caption read.

It stuck. Every car show, swap meet, etc. someone was saying, "Hey! It's the rat rods!" when we would walk around with our jackets. For a while it was great. All the old guys were either giving us stuff or at least giving us good deals saying, "I know you guys will use it!" Then Hot Rod magazine did an article on the Choppers and called them rat rods as well.

Anyway to make a long story short, eventually everybody with a primered old car was a rat rod and now its name is synonymous with a junky old car... funny how things work.

OSR: Anyone you two wanna thank?

Kevan: All the Shifters (especially Anthony and Squeak), my mom and dad, Norm Grabowski, Gene Vincent, God. Oh, and Alonzo's mom!

OSR: Perfect!

Ol' Skool Rodz would like to thank our lovely model Tammi Raye! Also check out Kevan's retro-furniture/accessory company at www.krypton1.com

The inside lowdown from The Shifters CC

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GREEZY'S TECH TIPS

Talkin' tech from the web. Alright, you guys have been salivating for more tech, so more tech it is. We've decided to import a post and some responses from our online companion at www.olskoolrodz.com. Every issue I'll pick out a few of the topics that garners the most interest and print it here for your information and enjoyment. Got a computer and a problem with your rod? Post it on our website and watch the responses flow in from the best backyard builders in the world.
-GREEZY

POR-15

Well, while removing my tank I noticed the sky shining through the trunk floor in some spots and I can just imagine what's under the seats up front. My question, does POR-15 work and is it easy to use? Also would Herculiner do the same thing? Back when I was into mini trucks we used that stuff a lot, and a buddy of mine covered his entire truck with it. Nothing seems to get through it. I realize there will need to be some metal work involved but would the POR-15 actually stop and kill the rust?
-John

Just don't get it on your skin 'cause there ain't nothin' but time gonna get it off. Only put it over rust or it will peel off. I didn't know that but I guess it was a good thing 'cause I had to get it off my inner fenders on my Chevelle and a razor blade took it right off in big strips. You really should get some rubber gloves and don't get it on anything ya don't want it on, i.e. clothing, 'cause it ain't coming off.
-54chevrat

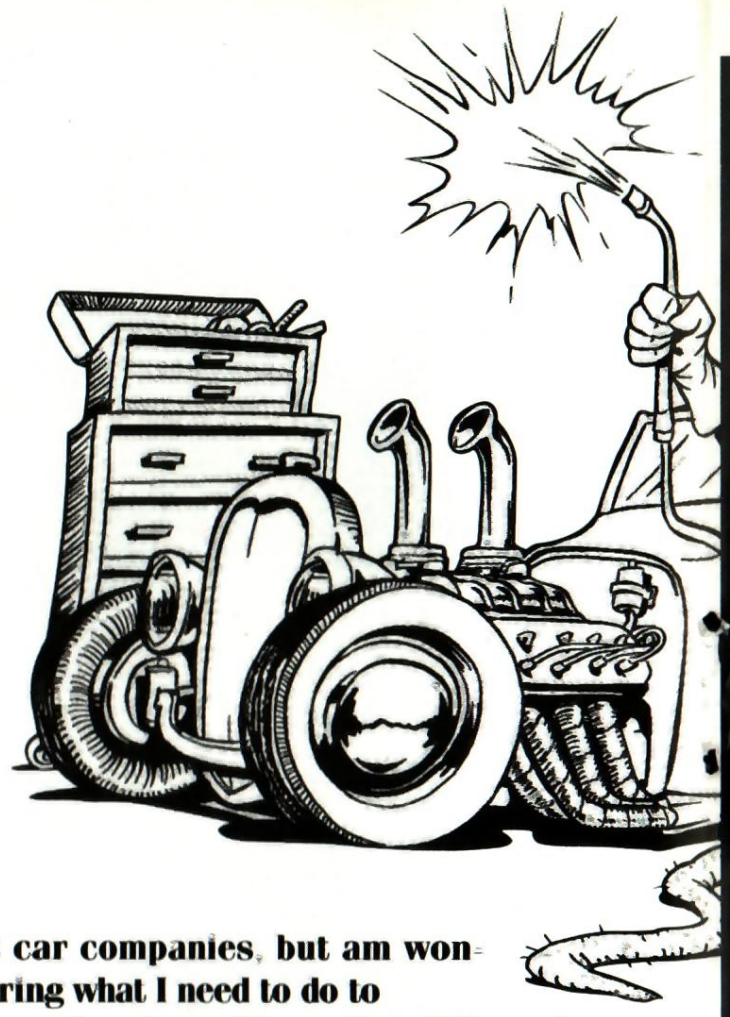
I use all their products and yes, they are more expensive than regular paint but they work superbly. They harden not by air drying but by using the moisture in the air and the more moisture there is the more they harden and become impervious to water. They were developed as a marine paint. I really like their engine paints and I use their clear paint to coat my aluminum intakes that way they never stain and clean up easy. Their cast iron exhaust paint looks just like fresh cast metal and doesn't stain and all their stuff lasts forever. I have never had a peeling problem even over new metal but it must be clean first. I use their Marine Clean to prepare the metal. Highly recommended.
-ol'rodder

Man we use POR up here under our winter cars; paint it on and forget about it. My buddy drove a '57 Chevy wagon as a winter car and it's still perfect. My '66 Cutlass didn't have POR and it's toast, frame gone in two places. They were in the same overall condition at the start. I lose. It will also seal gas tanks. It doesn't kill rust, it takes the moisture and air away and rust cannot continue to develop so the metal that is left is cocooned and the rust stops.
-bottomfeeder

I have considerable experience with POR-15, and it is the ultimate test on our salt-covered roads in the winter. Avoid spraying it if possible; it's weaker when sprayed. I sprayed my frame and underside of body, and it already has some rust here and there. And my car has only seen one summer...no salt. It won't stick to smooth surfaces. Two coats minimum is absolutely necessary. The silver is awesome for thin, rusty metal; it actually strengthens and seals pinholes in it...perfect for gas tanks, filler spouts, and floors. It has metal fillers in it. Make certain to stir it well every time, mix in the metal filler sludge at the bottom. POR-15's Metal-Ready is great stuff too, as a primer on smooth metal, or to remove rust, especially if you soak a part in it for awhile. Just don't leave your pot metal soaking! It actually ate right through my emblems; there were holes right through them, where rust pits were. It did its job!
-stylemaster

Buildin' Frames

I am just starting to build my first rod, a T-bucket. I bought a tube frame that you can get from the kit car companies, but am wondering what I need to do to strengthen it up. I know that it'll need some Z'ing, but I am not sure where to be doing it, or how much/ how big. I am planning on running a 350 (boring) or a flathead. Any thoughts or suggestions would be great.
-Thecrazyclownwantstokillme



Well, what kinda kit frame did ya get? Most T kit frame come with the framed already z-ed and with a suicide front crossmember installed. If it's a good one it's already as strong as needed. It's real hard to answer a question when there ain't no relevant info included.
-Chuck

Sometimes I worry about people chopping up and strengthening frames that either haven't done it before, aren't sure what to do, or don't have the proper skills to do it safely...but ya gotta learn somewhere.

Depending on what suspension you're running out back, what style of suspension you want to run up front, what style/mounts the frame was built for...chances are most places that supply frames and such also sell the suspension and parts to add to their frames.

If you've got the skills, it'd be interesting to see more torsion bar suicide suspensions done these days.
-johnnyxcliche

I'm building a T right now with suicide front, T cross spring rear. You're going to have to mock-up everything until you get that perfect stance you're after. Then start building it to replicate your mock-up, modifying along the way. If you want it to sit lower you've got to Z it higher; just remember the weight of the body, motor, tranny, gas tank, fluids all

add up. So keep that in mind as well during the mock-up. Good luck.
-Philip

Sorry for the lack of info. As I said, this is my first project, so I am just getting started. The frame is a Total Performance style, built by a guy around my area. He was helping me plan, but up and died on me, now I am stuck. The frame is already Z'ed, but I am actually wondering about how to strengthen her from twisting like a pretzel. I am running a '34 Ford front end, set up suicide, and I'm going to probably put a 9" Ford in the rear.

Got the parts, just not sure where to go from here. I don't want to put all this together, and end up twisting her up the first time I push the pedal down.
-Thecrazyclownwantstokillme

What size tubing is it made from? Is it square tubing, or rectangular, or round? I used 2x3 inch 3/16 thick tubing for my frame, and it'll be strong enough to support my 400HP big block motor without twisting. If you gussett the corners on your crossmembers and have enough crossmembers you should be just fine, but tubing size and thickness plays a good part of the overall engineering behind it.
-johnnyxcliche

Most T frames twist because they use a ladder style frame design just like Henry. A ladder frame uses crossmembers that are straight across like the rungs on a ladder. Model Ts and As used this style of frame stock. The frame is as stiff in torsion as a wet noodle.

The 1932 Ford used a K member for the crossmember. This was better. The 1933 and later Fords used an X member. This was a lot better.

Dagel's Street Rods sells a good X member kit for Model As. Take a look at this for an idea of how to stiffen your T frame.
www.dagelsstreetrods.com/super_x_crossmember.htm

A frame can distort in three ways 1) it can diamond, 2) it can bend, and 3) it can twist. To stop a frame from diamonding use gussets on the corners if using a ladder frame or use an X member. To stop frames from bending use proper size material for the cars weight. To stop twisting use an X-member.
-Chuck

That's all around good info, you're just a plethora of knowledge...I was unaware that gussets wouldn't stop twisting. I'll look into throwing an X-member into the rat frame once I get that far.
-johnnyxcliche

Chuck is right about the Model A & T frames but the loss of tortional rigidity was also due to them both being an open channel frame. The '32 frame was also open channel and the K-member helped it, along with the shape of the outside rails. From '33 up the X-member was also a full inner panel channel that ran front to rear, creating more rigidity (frame in frame). A ladder style frame built out of rectangular or box tubing is very strong and not prone to twisting, especially if you're using transverse springs (buggy springs) front and rear, and I also am a big believer in gusseting.
-Harms Way Hot Rodz

216 Engine Help

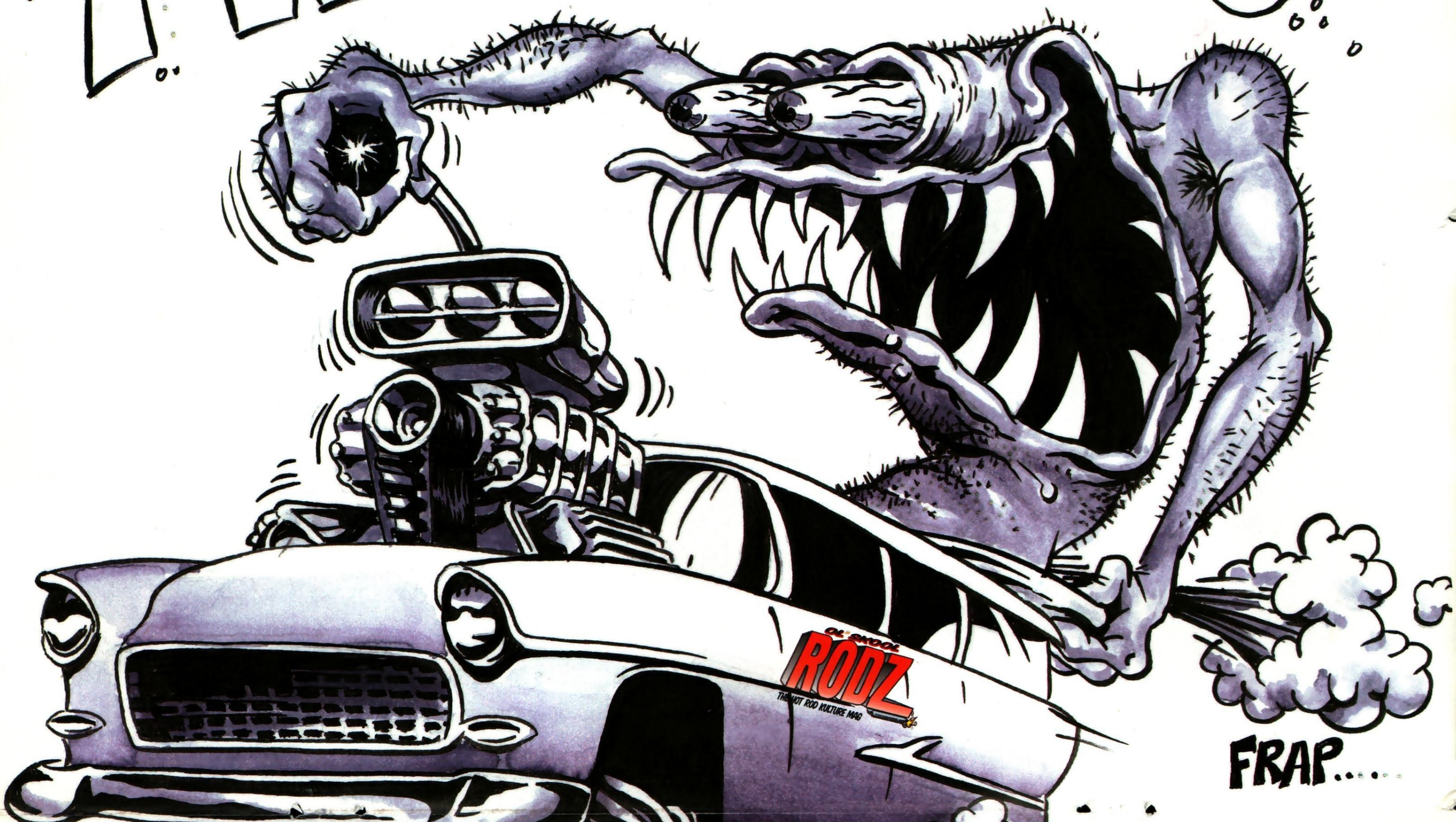
Not so familiar with the 216 sixes so any info would be great. I heard there was a rod conversion kit for this motor, to eliminate the Babbitt bearing oiling system; is this true and if so is it convenient, inexpensive, or even worth it? This motor is in a '52 Chevy (original drivetrain, not sure of miles) and I would like to make this a daily. This car is all 52 Chevy from the generator to the tailpipe; it's in decent shape but does need a lot of work. The only rusted-out spot is the section between the trunk lid and the bumper. It's been sitting out in a pasture for at least 10 months. In September of '04 he wanted $2750 for it and still hasn't moved it. Is it worth it, got any tips on how to get him to come down?
-GasHuffer

"California Bill" Fisher wrote this book in 1954 and tells how to convert a 216 to full pressure oiling.
www.motorbooks.com/Store/Product_Details.aspx?ProductID=18253
Another good book on Chevy and Jimmy sixes.
www.motorbooks.com/Store/Product_Details.aspx?ProductID=10141

Go to the Inliners International site www.inliners.org/ and look in the Tech Tips section under engine swaps. Also Stovebolt Engine Co should be able to answer questions and sell you needed parts. www.stoveboltengineco.com/

The best thing to do is to get a 235 or better yet a 261 truck engine. McGurk cams are still available from Wayne Mfg Co. I used one of their dual pattern 3/4 cams in my 235 and liked it very much. Oh by the way, you need to have the crank drilled for full pressure oiling as well as replacing the rods and doing slight block modifications. Get a 235.
-Chuck

TWO WAYS TO...



BLAST GAS!

German Rods

No $15,000 paint jobs, no computer thingy with a shit load of wires, just scratch-your-head-and-figure-it-out technology with no more than four wires running from the engine and 2/65 AC.

By Roger Stegall Ronneburg, Germany

Another hot summer in Europe and the only thing missing is a good American car show with a light sprinkling of retro rods in flat black. Although the hot rod scene here in Germany is alive and well, the retro rod grass-roots movement is still in its infancy.

This is due primarily to the strict biannual inspections and the bureaucracy that surrounds the German inspection (TÜV), making radically altered rods a rare sight on the autobahns.

There are several ways around this obstacle, centered primarily around the "good old boy" network or running your car on temporary red plates. One other option to avoid the German inspection is to join the U.S. military and have your car fall under the SOFA (Status of Forces Agreement).

That's not why I joined but it is a significant benefit to living in Europe. The drawback to that option is of course the unenviable trip to that big Iraqi sandbox down south.

Looking for something hard enough will always yield results. Oliver and Daniel Zeilinger of Red Line

HK
AI 319
CHEVROLET
USA

Vintages Limited, Alexander Schieder from the state of Bavaria and Andy (won't divulge his last name) of Andy's Garage are just a few of the retro rod guys that are at the cutting edge of this simplified movement in rodding. Spray cans, 1950s drivelines, and Grandpa's technology are what kicks ass about rodding the old way. There are no set rules; you just know it's right when you see it. It's that simple. No $15,000 paint jobs, no computer thingy with a shit load of wires, just scratch-your-head-and-figure-it-out technology with no more than four wires running from the engine and 2/65 AC.

Starting to establish a little network of where and when the shows are throughout Europe begins with going to one show. Leaflets are placed on windshields and word-of-mouth spreads quickly. Then, just persuade the wife on how important it is to drive three hours to France for the meet.

That's right, if you live in central Germany, then about eight countries are within a late morning drive to get there by noon. The only difference in these little gatherings is the beer, the girls, and the locations at which they are held.

The beer is of course the best in the world and any two will have you buzzed, three makes it real difficult to walk and four will put your head on the table for a little nap. The women are the same except for the fact that nudity is not frowned upon and won't land you in Sheriff Billy Joe Bob's jail for indecent exposure.

And the locations are interesting to say the least. The Spillburg Caserne near Giessen, Germany, was the site of a recent meet and that's a former Nazi headquarters. Now don't stereotype and associate the car meet with the former Nazi regime, because it just ain't so. It's just a great place for some burn outs and some harmless fun. **Another favorite place to cruise is the famous Formula One circuit in Hockenhiem.**

Usually the event organizer lets the rods out on the 5.7 kilometer circuit and the smell of clutches and brakes soon fills the air; buckets of testosterone lurk behind the wheel of every car on the track. And yes, even grown men get stupid and have a complete loss of common sense when let loose on a real racetrack. Alexander, with his 331" Hemi-powered roadster, can tell you all about the pucker factor when entering the new Mercedes curve and the rod starts to rise onto three wheels because the track is extremely sticky.

Or looking in the rear view mirror at 100 MPH and seeing a huge Cadillac lock up the drum brakes behind you. It's time to pull off the track for a reality check.

The Mecca of the Ol'Skool retro rod scene is the Headbanger's meet in the former East Germany just south of Berlin. This is where you go back in time to the Andy Griffith days and rodding at its purest.

Stepping through the gates of the old abandoned Russian airfield literally takes you back fifty years. Only pre-1958 cars are allowed in and the rest takes care of itself. Check out www.hotheadseast.com for an array of pictures that were taken in the past few years (not 40-50 years ago).

Hats off to those folks in Europe who spend the time to put together a car that is so significant and makes such a statement about the times we find ourselves in today.

What is it about the retro rod that draws in the crowds and turns off others?

Is it the good old day's scenario? How about a simple approach to life concept?

Or, "Ain't got no money, gotta build it myself." **It really doesn't matter; what's important is that the satisfaction gained by building a retro rod with scavenged parts far outweighs the statement, "I bought it that way," and the bottom line is that Ol' Skool Rodz are damned cool.**

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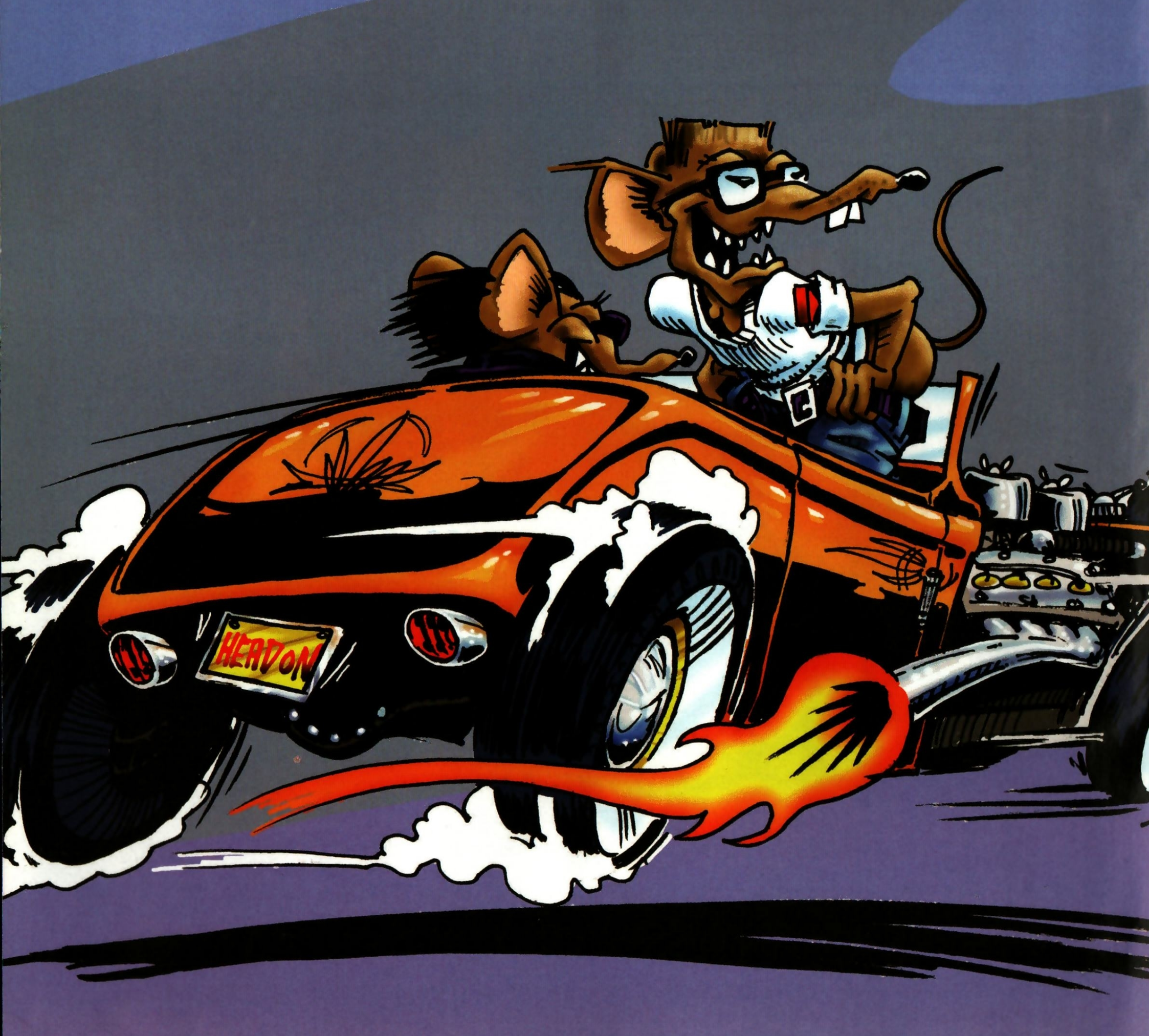
German Rods

chicken?



OL SKOOL
RODZ
J-2005

HENRY'S GRAND FINALE

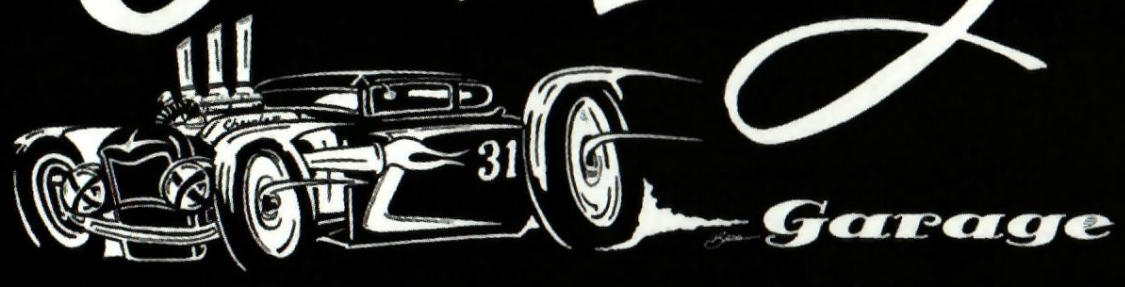
By Alan Mayes
Photos by Scott Stewart

Henry Ford's legacy in the automotive world is no secret. He put America and the world on four wheels with the Model-T. All through his career, even in his later years, Ol' Henry was a hands-on kind of guy. Henry died in 1947 at the ripe age of 84. The last Fords to bear any real mark of Henry's influence were the 1941-1948 models.

Scott Stewart's '47 coupe is one of those models and the coupe is arguably the most attractive of the lot in most folks' opinions. Besides bearing some of the mark of Henry Ford, this car bears a lot of the mark of its owner. In fact, read down the Rap Sheet on the car, and one name will continually be repeated – Scott Stewart.

That's because like most true ol' skool rodz, this car was built by its owner. Scott did the body work, including the frenched headlights with '52 Mercury rings, the molding, decking, etc.

GasMonkey



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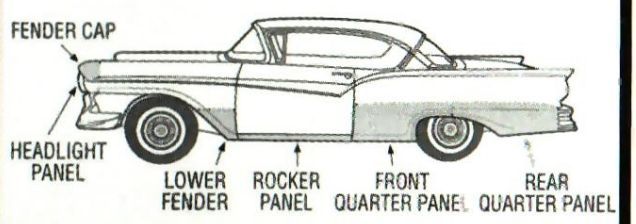

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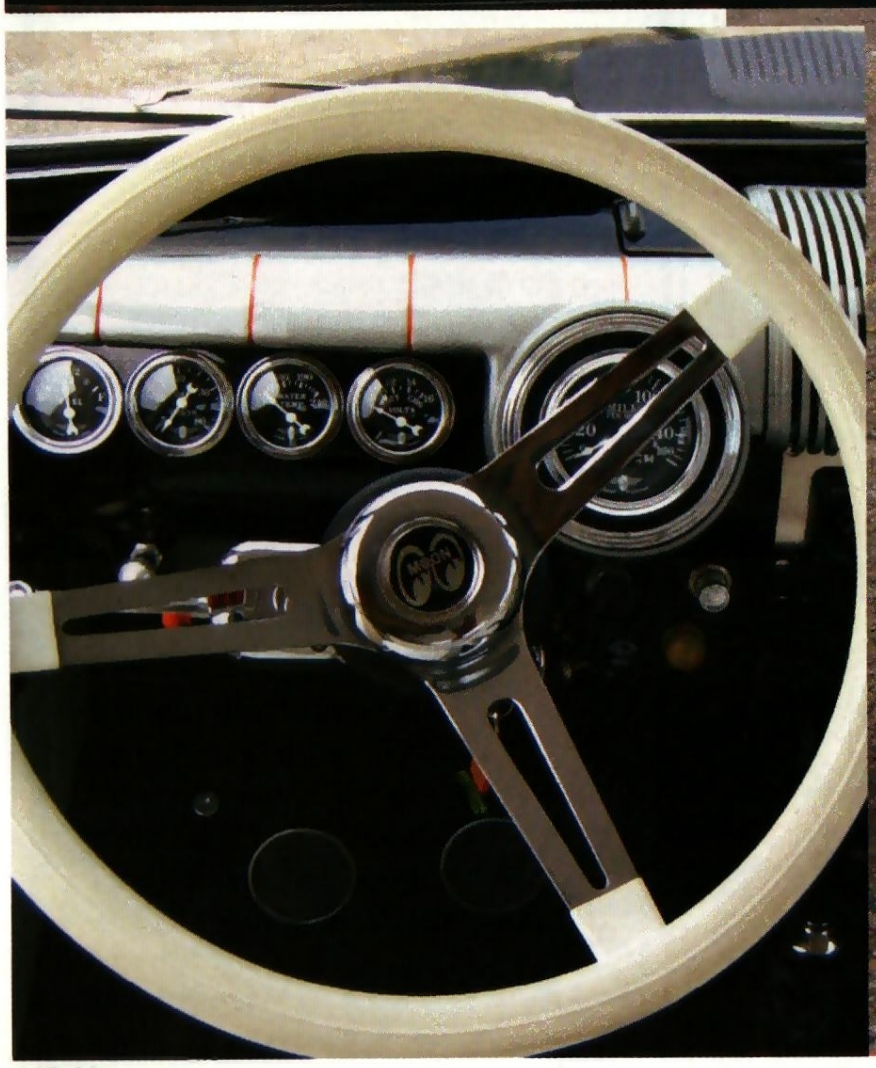
He welded and filled the seams in the fenders. He frenched the '57 Chevy truck lights into the fenders. He painted the DP90 primer and the flames.

Care to look under the hood? Scott did all that, too, building the flattie from the bare block up. The Navarro intake with Holley 94s is a fine looking period setup. It complements the Edelbrock aluminum heads and the Isky ? race cam.

Inside the car, the EZ-Boy stitched white interior pieces were installed by, care to guess? That's right, Scott. The stock dash was retained and stuffed with Stewart-Warner's finest.

Suspension is stock front and rear. The front axle has been treated to a 4-inch drop. The car sits just right for an old schooler on 15x7 steelies and Coker wide whites.

Scott's Ford is one of those cars that we all like to see, and we'll look at it over and over again. It looks just right, has the right stance, the right period accessories. From thirty feet, and having no time reference, it would be hard to tell if it was built yesterday or forty years ago.



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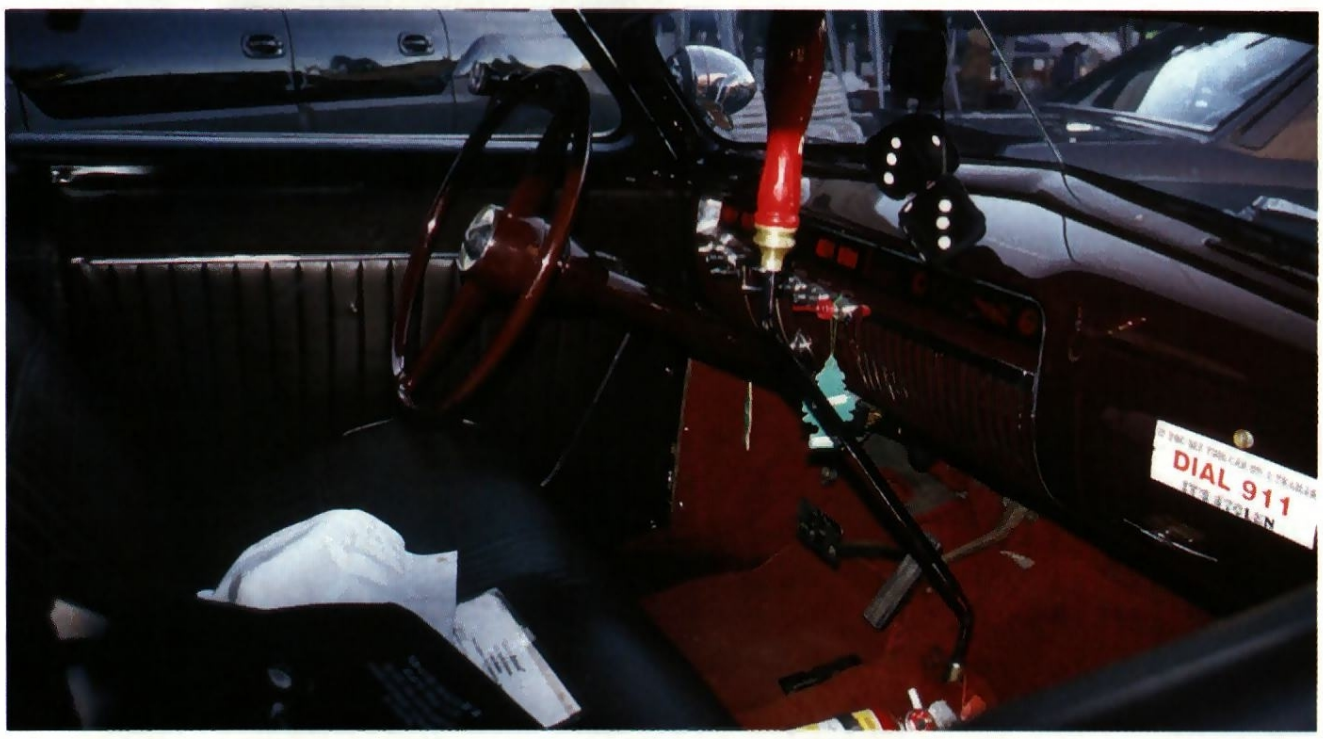
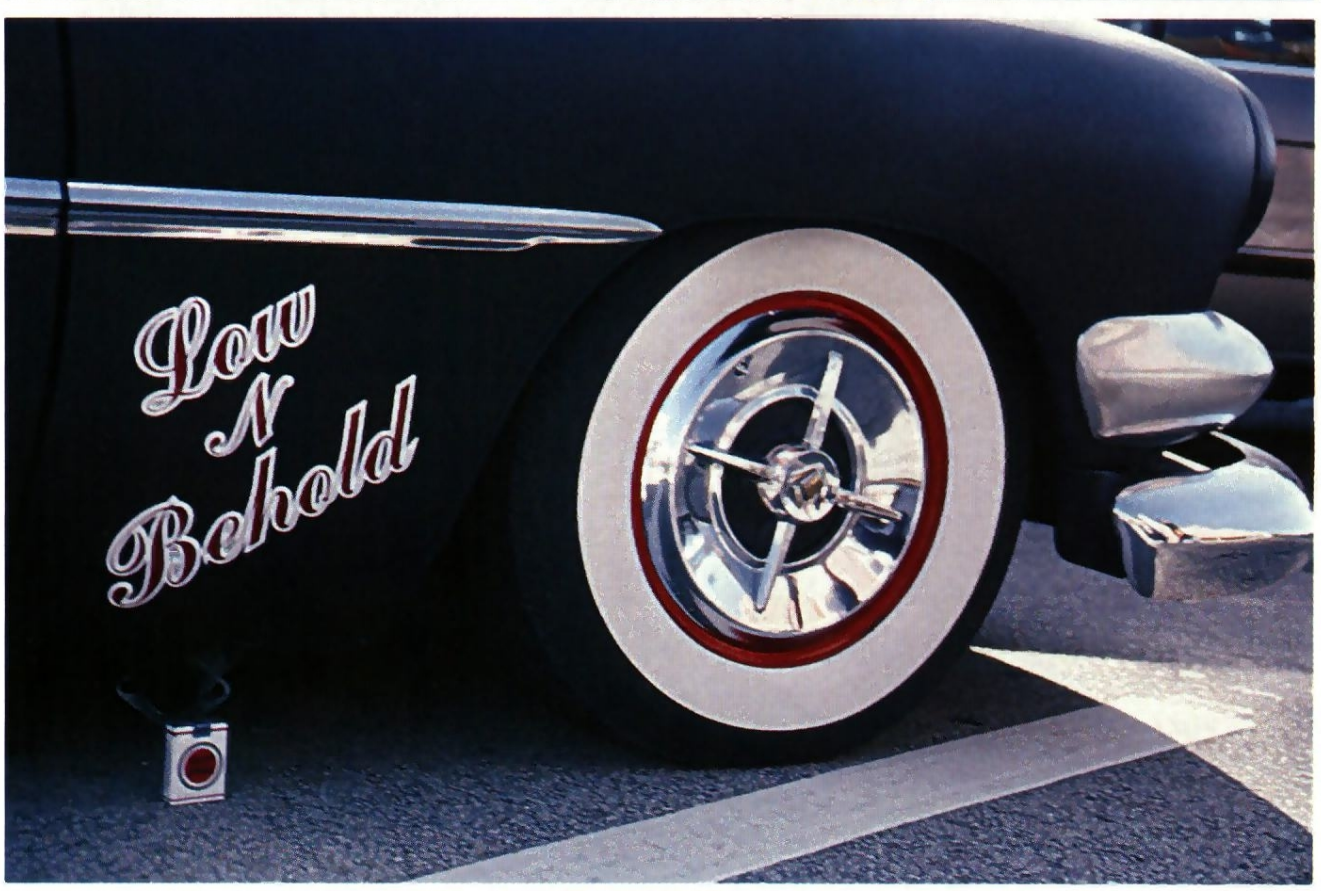
Russ Gagliano, Jr. loves a good Merc

Ol' School Since Grade School

By Ed "T-Bird" Donato





By the time he was a high school freshman, Russ Gagliano, Jr. was well into ol' school machines. He learned ol' school ways as a Utica, NY, garage rat while still in grade school. "A couple of Italian guys owned the little garage across the street from the house," said Russ. "I was such a pain in the ass hanging out over there that they made me a hand-me-this and hand-me-that helper."

He also learned a lot by grabbing up the fit-in-your pocket hot rod mags of the day over at Gigletti's Drug Store. "At school I would put the hot rod magazine in a bigger book, tilt it up and pretend I was reading history or English," said Russ.

A steady reader of the hot rod catalogs known as car bibles, his favorites were Honest Charley's Speed Shop in Chattanooga, Tennessee, and Warshawsky & Co. mail order in Chicago. "Man, in those days, the mid-'50s, those places were our gods," said Russ. "You could get dual exhaust systems for $12.95 and continental kits for $29.95."

School daze

Russ' first modified car was the family grocery getter. On the days he drove it, he would modify it to look ol' school in the morning and change it back to the family car on the way home. Using his old man's '54 Chevy Bel Air 230 automatic six banger to drive to and from Proctor High School in Utica, NY, he sure wasn't gonna make the scene looking like a nerd. "The '54 was my dad's first brand new car," recalls Russ, "turquoise and white with a turquoise and blue interior. It wasn't ol' school, but I knew how to give it the look."

His old man worked nights and slept days, so Russ had plenty of time to do a quick conversion. Dig this: to lower the front of the '54, six or eight concrete blocks would be placed behind the grill. To get the correct overall ol' school stance, the trunk was loaded with all the blocks that would fit.

After lowering the car, then came the exhaust. Using a punch, the muffler was aired out. **Couldn't take it back to the house like that, so on the way home from school Russ would get under the car and wrap the muffler with Western Auto magic muffler sealing tape.** The conversion to dual exhausts

was easy. A second chrome-tipped pipe was on a hinge so Russ could swing it down when he was drivin' the '54, and up out of sight when he wasn't. It didn't do anything, but hey, you weren't cool without two pipes pokin' out from under the back bumper.

Another a quick kustom look Russ learned was turning the taillights upside down.

Digging the scene

To complete the ol' school look Russ had to look right too–collar up like the hoods. His left shoulder would be up against the drivers door–a gangster lean. And if it were windows-down weather, his left arm would be out the window hanging down the door with the right hand casually on the wheel.

On the way to school, everyone had to drive up a hill and there was no time to be slacking. But when the final bell rang, it was time to queue up for the parade. After the lot cleared, the cool dudes would drive down the hill in low gear, letting the exhaust pop, turn on Rutger Street, go around the block and do the hill again. "We would make two or three passes before heading home," he said.

To make sure the Bel Air sounded cool, Russ shifted the machine to sound like a standard. "Ya had to rev it up before dropping it in low and rev the hell out of it in neutral before shifting into any forward gear," said Russ.

There were a couple of other hangouts in Utica to make the scene in the '54. Russ recalls that on Sundays after church, the motorheads would go over to Bleeker Street by the Chicago Pneumatic factory and drag race before heading home.

"And on Monday nights, the place to be was cruisin' Main Street downtown," he said.

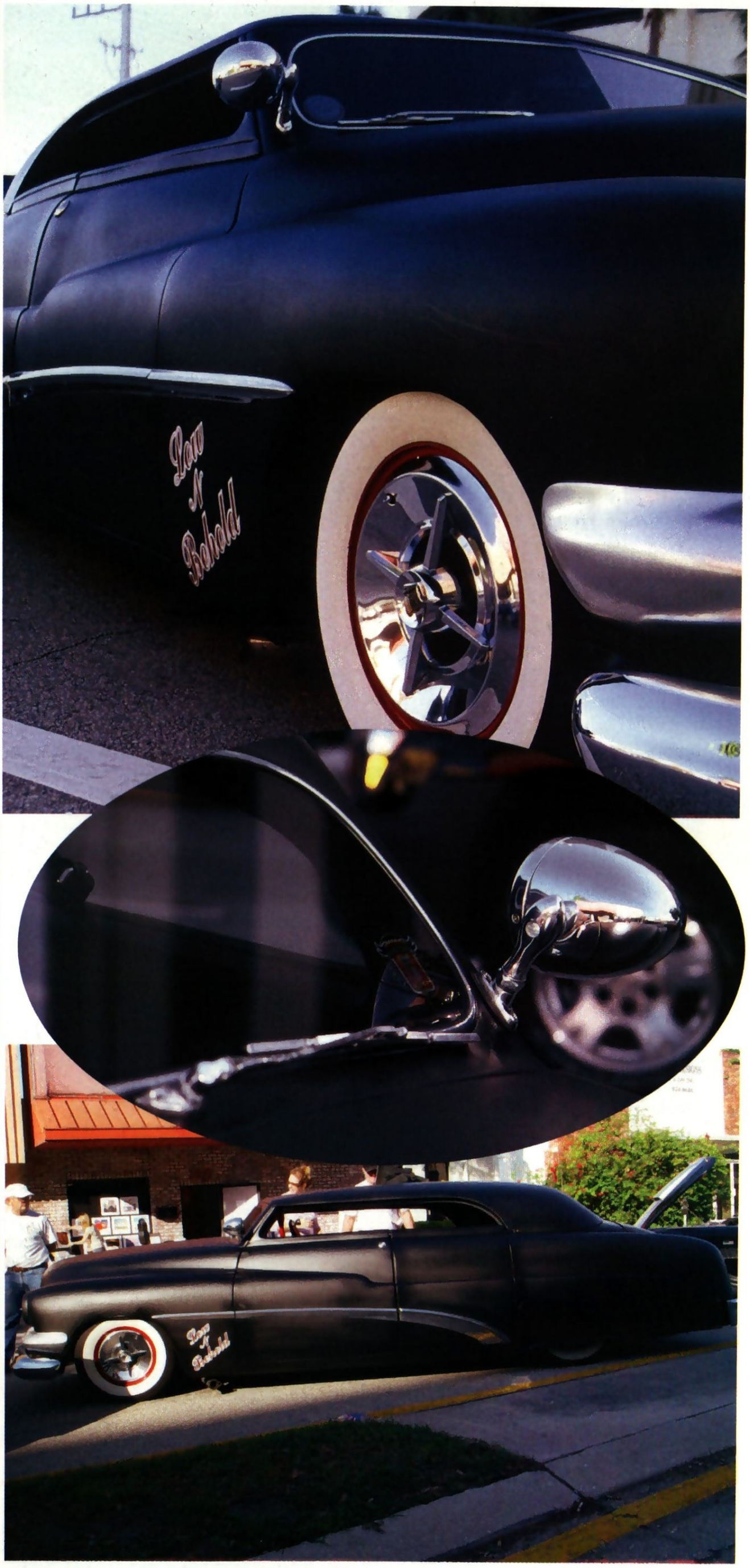
Almost busted

Russ came close a couple of times to being busted by his dad. The first time was when he was riding in the back seat with his sister, his father drivin' and mother up front. Everything was fine until the muffler tape came unraveled. Russ, Sr. ran the car over to a shop. After the Chevy was on the lift the mechanic was like, "What the hell?"

He called Russ, Sr., known as Little Jack for his stature and luck at cards, over to check out the muffler. "Little Jack, Little Jack, come over here and take a look at this," said the mechanic. "I ain't never seen nothin' like this. It almost looks like the holes were put there on purpose." A new muffler was purchased.

The transmission was a closer call. Little Jack was very suspicious after the mechanic dropped the pan. "In my 20 years workin' on cars I ain't seen a transmission this bad," the mechanic told Little Jack. "It's like mud in there. There's nothing left on the clutches." Russ got the third degree from his old man, but he wouldn't give it up. "No, dad, I've been shifting the car normal."

OWNER: *RUSS GAGLIANO*
BUILDER: *RUSS*
OCCUPATION: *CURATOR AT FT. LAUDERDALE ANTIQUE CAR MUSEUM, PART TIME BUILDER AND RESTORER*
CITY: *FT. LAUDERDALE FL*
COST: *BUILT FROM SPARE PARTS*
YEAR: *'51 MERC FOUR DOOR*
BODY CUSTOM FABRICATION: *FIBERGLASS DETACHABLE ROOF CHOPPED EIGHT\INCHES AND BLENDED IN FIVE INCHES - NO BACK WINDOW FLUSH MOUNTED WINDSHIELD GLASS BUTT MOUNTED WINDSHIELD - SMOKED GLASS UPPER HALF OF WINDSHIELD FRAME IS '51 MERC CONVERTIBLE FRONT OF HEADER CONFORMED TO WINDSHIELD NOSED & DECKED ORIGINAL CHROME REMOVED '53 BUICK SIDE TRIM GAS DOOR REMOVED & RELOCATED TO TRUNK GRILL CENTER SECTION FILLED IN BUMPERS BOLTS, FRONT AND REAR, WELDED AND SMOOTHED BUMPERS, FRONT AND REAR, RELOCATED ON BRACKETS TWO INCHES LOWER '51 MERC FLARE SKIRTS SERIOUSLY LOWERED (NO CHEATING - NO HYDRAULICS, NO AIR BAGS). RUSS' OWN LOWERING TECHNIQUE. DOORS SHAVED DOOR PUSH BUTTONS FROM A '41 LINCOLN - NO BURNT OUT SOLENOIDS HERE!*
COLOR: *BLACK SUEDE - OWNER'S/BUILDER'S MIXTURE*
PAINTER: *RUSS*
CUSTOM GRAPHICS: *LOW & BEHOLD*
ENGINE: *'73 CORVETTE 350 - 300 HP FIREBALL CAM*
TRANNY: *350 WITH SHIFT KIT - MODIFIED GENIE SHIFTER, BLENDED IN. GENIE SHIFTER EXTENDED SO BUD BEER TAP REACHES UNDERSIDE OF ROOF*
EXHAUST: *DUALS WITH SMITTYS - ALUMINIZED PIPE. 2.5" AT FRONT, 1.5" AT BACK TO MAKE BARK. MEG'S FLARED EXHAUST TIPS. RAMHORN EXHAUST MANIFOLDS*
INTAKE AND CARB: *EDLEBROCK INTAKE, CARTER AFB*
RADIATOR: *'70 CHEVELLE BIG BLOCK*
IGNITION: *WIRING AND ELECTRICS BY OWNER*
REAR END: *74 CAMARO 3:36 POSI - NOVA DRIVESHAFT*
BATTERY: *MOUNTED IN REAR*
SOUND: *500 WATT CLARION - SIX SPEAKERS*
RADIO: *HIDDEN IN GLOVE BOX - HIDDEN POWER ANTENNA IN RIGHT REAR FENDER*
SUSPENSION INFO: *STOCK, MODIFIED BY RUSS*
BRAKES: *STOCK*
WHEELS/SIZE: *14" NOVA*
TIRES/SIZE: *RADIAL WHITE COKERS-*
'57 DODGE HUBCAPS
SEATS: *STOCK*
DASHBOARD: *MODIFIED WITH DIGITAL GAUGES AND RED PLEXIGLAS*
STEERING COLUMN: *STOCK*
UPHOLSTERY: *ORIGINAL LEATHERETTE DYED*
WINDOWS: *VENT WINDOWS REMOVED*
TAILLIGHTS: *ORIGINAL TAILLIGHTS REMOVED AND FILLED IN - '47 CHEVY TAILLIGHTS WITH BLUE DOTS MOUNTED IN TRUNK.*
CLUB AFFILIATION: *THE PHARAOHS*



Mercury madness

Over the years Russ has restored, modified and hopped up a big gang of cars. While the full-time curator at the Ft. Lauderdale Packard Car Museum, he still has a resto shop nearby. At the shop he has a two-inch-thick stack of eight by ten photos of cars he's modified.

Russ is crazy about lowered Mercs. He's owned a number of them, all ol' school with names. His first was Patches. Russ picked the car up as a young Marine stationed in Hawaii. Named Patches due to all the primer spots on the body, he found inexpensive ways to customize the car.

"To lower the car, I got a bunch of guys from the motor pool to sit on the front fenders with a yard-stick," he said. "Then I would heat the front springs with a torch. When the car got down to where I wanted it, I would turn off the torch and tell the guys to jump off." He dropped the back using the high school method-a trunk full of concrete blocks.

Later Russ had three '50 Mercs-*Down and Dirty*, *My Blue Heaven*, and the Merc before last, *One Summer Night*.

"I was running a car show, sold One Summer Night and began looking for another project car," said Russ. "A friend of mine told me about the '51." The car was driven down to Florida from Brooklyn and was sitting, broken, at a local garage.

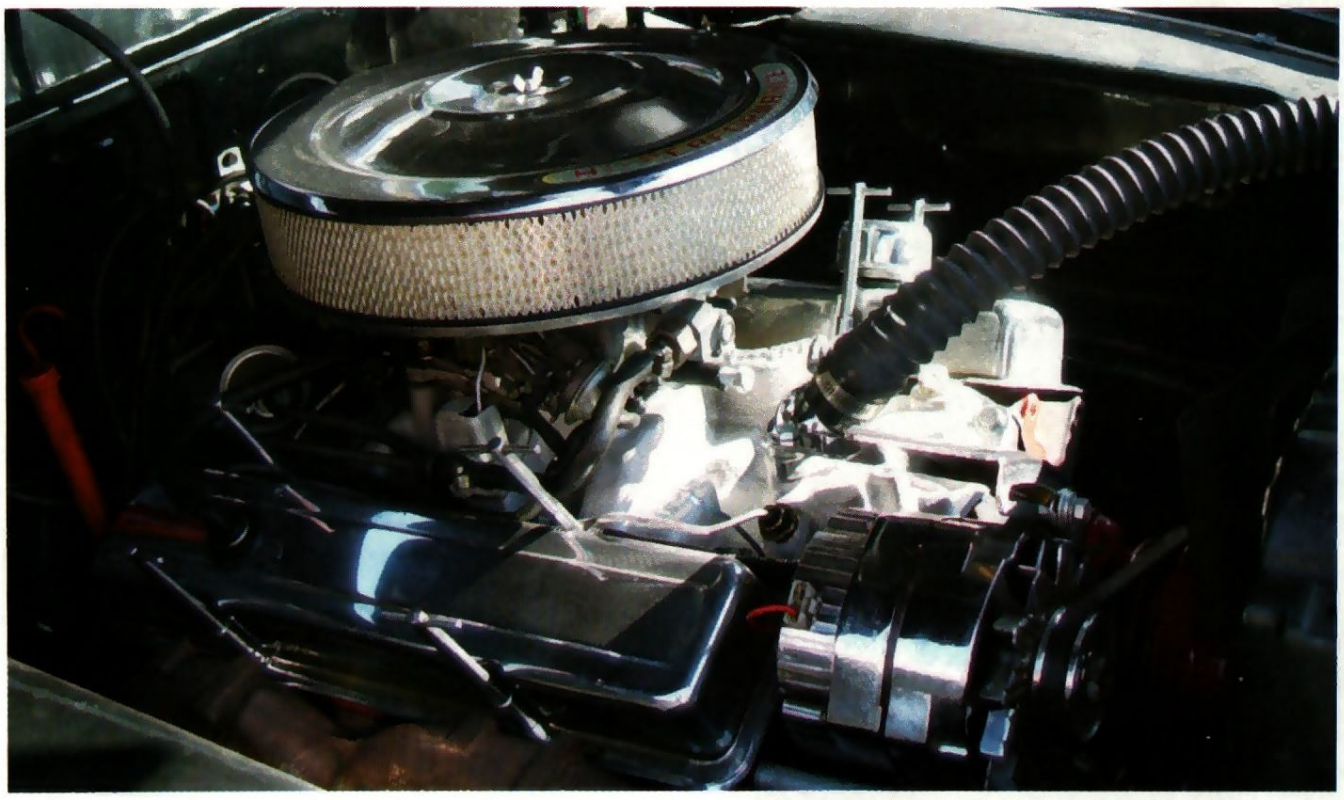
"They couldn't find parts for it," said Russ. "I made a deal for the stock machine with a flattie and got it over to my shop. One night I couldn't sleep so I went to the shop and whacked it."

That was the beginning of Low and Behold, a name created for the car by Russ' son Russ Gagliano III. In South Florida, an area where Yuppie scum Beemers, Porsches, and SUVs clog the streets, Russ' car stands out. Cruise down the street in Low and Behold and heads swivel to follow the passing machine.

Out on the highway

A couple years ago Russ took Longest Drive Award in Low and Behold for making the scene at the 3,000-car Granby Antique Car Show near Montreal. "I took the fiberglass roof off and carried that on a custom trailer to take it along," said Russ. "Man, when your cruisin' 75 to 80 mph on the freeway in that '51, you do get plenty of attention. At rest stops people I passed in cars and big rigs would pull off to look it over."

It was a long ride. From Ft. Lauderdale, Russ took in Baltimore, Boston,



Montreal, Ottawa, and New York City. He went back upstate to his hometown of Utica, over to Buffalo, down to Atlanta and back home. Low and Behold made the trip without a problem.

James Dean

Besides his work at the museum, his resto shop, and several South Florida car shows he runs, Russ is an avid collector of James Dean memorabilia. "When I was growing up, news came down that James Dean got killed in his Porsche Spyder named Little Bastard," said Russ. "Something clicked and I go into collecting. Every September I go to Fairmount, Indiana, to be with all the Mercs that converge there on the anniversary of Dean's death."

If you want to get an earful about today's modern cars, just ask Russ what he thinks.

"Computers in cars, sensors everywhere, you gotta be kiddin' me," said Russ. "Give me an ol' school body, throw in a big block with a carburetor and you've got yourself something."

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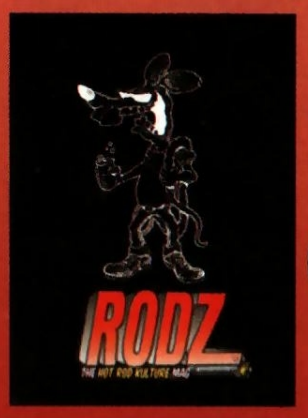

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Chop a '40 Fordor Part 1

By Eddie Paul

Chopping a top is the apex of customizing; it is a combination of planning, measuring, cutting, welding, and finishing. It can make or break your custom car; too much chop and the car will look comical; too little and you have basically wasted your time. I knew a guy that chopped his top one-half inch! He had to tell me he did it because it was too little to notice. He then went on to answer my unasked question of, why only a half an inch? "Well, it was my first chop and I did not want to ruin the car".

Well he spent as much time taking out one half inch as he did if he took out six inches but he gained a diminutive result. He might as well have not touched it. My point is that if you are going to chop a top, chop it! Don't be afraid. And if you are, then go on to something else that is simpler.

All cars do not need a top chop top and some do, so if you want to chop a top just to learn how then buy a car that is a junker and practice. That's what I did for this article. I purchased a 1940 Ford Fordor sedan from back east, where all the snow is kept. It was a bit rusty and not a good candidate for restoration, so it was perfect for a custom. If a part or section was too rusted I could replace it with new metal re-contoured to my liking, not factory standard.

Soap Box Time

In fact this may be a good place for my opinion again, on the subject of customizing versus restoration. If you restore a car and later go to sell it, you will find you will get X dollars for it and have a lot of competition on the sale as your car is not the only 1932 Dual Cowl Switzer (made-up name so don't look it up). The buyer can simply look up the car's value in the *Kelly Blue Book* or at a list of auction results and tell you that your car is only worth half-X dollars, and he can simply got the other one he found. But if the car is a custom one-off and you want to sell it, you get what you want if you find a buyer that will go the price and he can never say he found one for half the price.

Some of the cars I have built have gotten more than 10 times what they would have pulled in if I had just restored them. Another point is that I am not getting ripped each time I need a part. For example, the '40 Ford I just bought had no grille. A new stock one would set me back a small fortune, but the fact that I will be customizing the car allows me to build a one-off custom grill out of better material than the factory would use and have a handmade original grille of my own design. I am a customizer not a restorer.

I used to restore cars and spent most of my time trying to find a mirror or a piece of chrome for the car rather than actually working on the car. I have a 1952 Silver Dawn Rolls Royce that is totally stock and I will never customize it, as it has too much value as a stock car. If I did not have all the parts, and if it was not as sound as it is, then it would be a perfect candidate for a custom. So the rules are not cast in stone but based on common sense. Now that I think about it I could just add a bigger engine and do a bit of styling to the front fenders...what the heck, the top does look a little high...

A one-of-a-kind or limited edition car should probably be left stock. But I have customized rare cars just because I wanted to, and I am sure I have offended someone somewhere. Now, I am not being a jerk but the point is I could care less about adding one more car to a museum that shows what it was like when so-and so built it. I want a car that shows what it was like when I customized it.

Off my soap box

I have found that the custom route is the way to go, for me anyway, on *any* rusty or damaged car, as you can easily spend as much on small hard-to-get parts as you did on the complete car when you bought it. So if a car is beyond repair look at it this way, it will rust away in a scrap yard or could become a show stopping custom just by removing the rusted out body panels and fabricating your own panels with your own styling added to it. The car will be a showstopper and you will be well respected, if you do a good job and if you finish the car.

First a few words you need to know but already do so show it to you kid and let him or her get up to speed:

***Chop**: the act of lowering the top by removing a horizontal slice or section of metal where the height of the section removed equals the amount of the chop.*

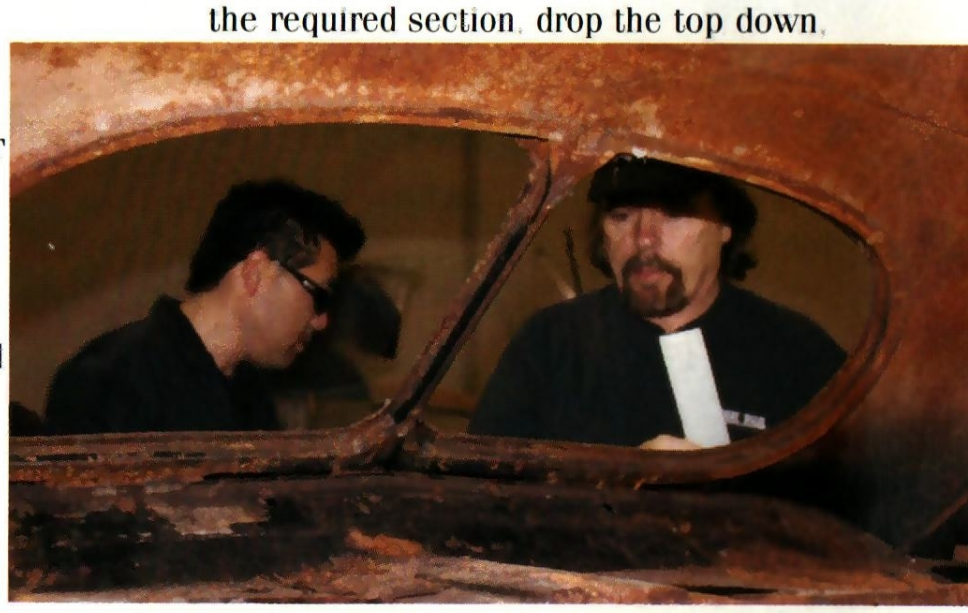
***A-pillar**: The front-most pillar that is around the windshield*

***B-pillar**: The pillar that is second from the front of the windshield*

***C-pillar**: The third from the front pillar and usually the last; it is sometimes called the rear roof pillar.*

The 25% rule: There is an old styling rule-of-thumb that if the glass is 25 percent of the area of the car's body as viewed for the side, you have the correct proportions. In many cases this is true. However I like to take a side shot of the car and either in Photoshop or even with an Exacto blade on a printed photo of the car, cut the section out of the top and see how it looks. This way you can adjust the amount to be cut out before you cut too much. And remember it is better to cut too little than too much.

Square top cars - Cars that have straight, non-sloping pillars such as the Ford Model A or T. These are the easiest cars to chop and you can simply cut out the required section, drop the top down,



and weld it back on. This kind of job can very easily be accomplished in one weekend.

Turret top cars – mid-1930s to about 1955 have a rounded top with sloping pillars and sometimes-tapered pillars bringing the top to a smaller dimension than the base of the pillars. If you chop a section out of the pillars, the top will require a strip of metal added to widen it the amount needed or it may need a strip of metal added to lengthen it. This is a more difficult chop that the square top.

The most important part of chopping a top is the layout.

A good way to calculate your top chop is to first photograph the intended car from the side with a telephoto lens from as far away as possible. This will decrease the distortion you get from a wide angle lens. Be sure you are at mid-level and mid-car (dead center of the car). Try and put a piece of cardboard that is one foot square in the photo for a size reference. If you really want to get trick you can grid the cardboard with a felt tip marker with one inch grids. This will give you a way to compare the scale to the car.

Now take the photo and dump it into a program like Photoshop and cut the top off the car by removing a six inch strip from the mid-line of the windshield post. This may take a few tries but that is the beauty of doing it on a computer. You can redo it without cutting the car. Then when you have removed the amount you think is right you can move the severed top down in place and see what it will look like once chopped. Of course none of the posts will line up and you will have to do some vertical cuts and moves to get the post to line up correctly but when you are done you can see what your car will look like with a chopped top.

I know you are sick of hearing this but if you don't hear it again and pay attention this time, you can add a few days to your chop as you fabricate little pieces of metal to fill in the gaps that are left over from a poorly measured cut. The saying is "measure twice, cut once," not "cut twice and fix it later."

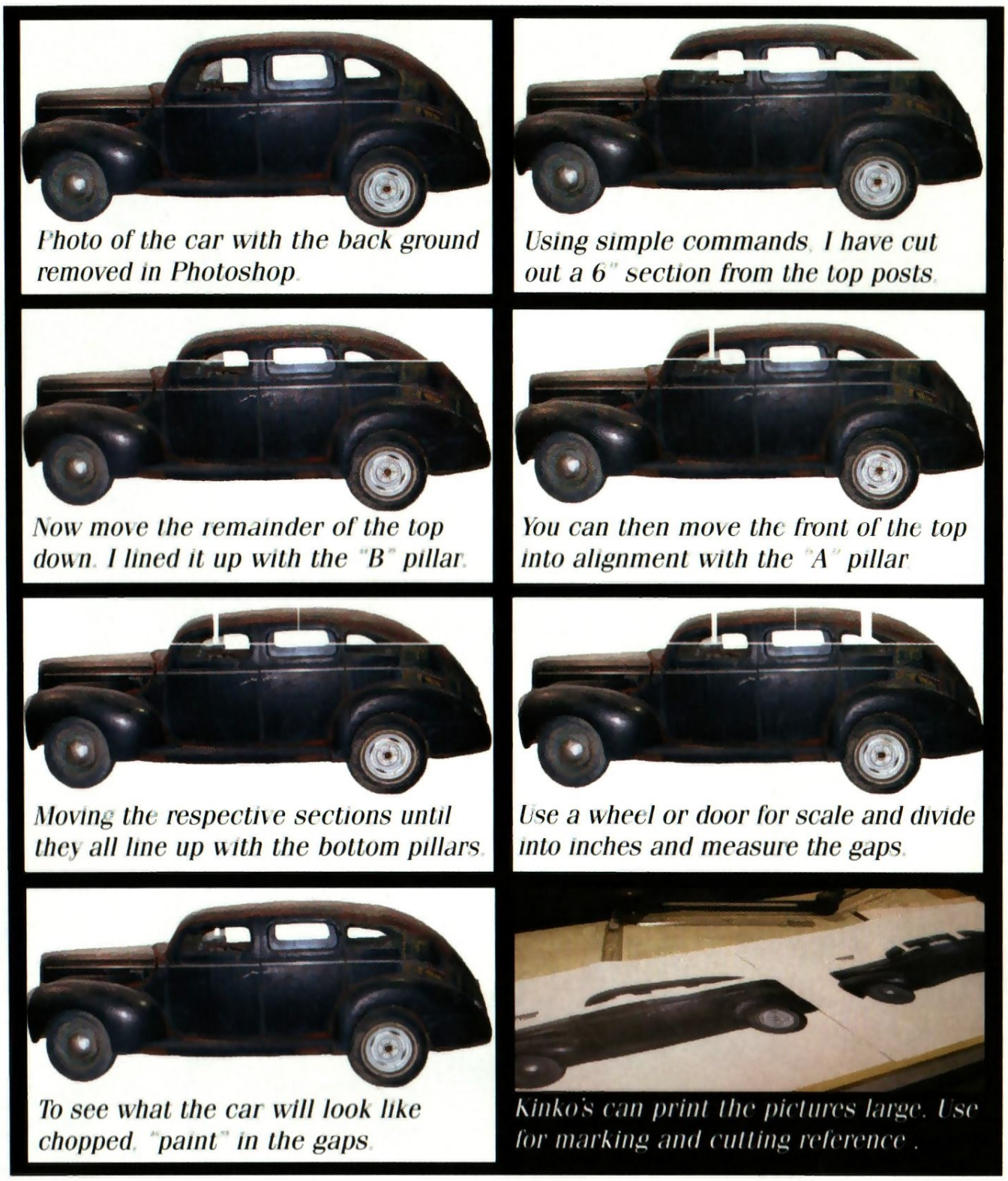


Photo of the car with the back ground removed in Photoshop.

Using simple commands, I have cut out a 6" section from the top posts.

Now move the remainder of the top down. I lined it up with the "B" pillar.

You can then move the front of the top into alignment with the "A" pillar

Moving the respective sections until they all line up with the bottom pillars.

Use a wheel or door for scale and divide into inches and measure the gaps.

To see what the car will look like chopped, "paint" in the gaps.

Kinko's can print the pictures large. Use for marking and cutting reference .

Let's chop!

Start by getting the car level if you can, so you have a standard or datum to measure from, like the shop floor. This is a common point of reference that you know is level to the car. Time spent putting the frame on jack stands will be time well spent. Otherwise your top could wind up slightly out of level. So get the car on level ground or take the time to tack weld a frame around the car that is at least a point to measure from.

I removed the tires and wheels from my car and set in on the front axle and the back brake drums, then added wood blocks to level the car and used a 360 degree self-leveling laser (about $100) to find level with the earth. This way I can always find the level as the laser is moved from side to side. The car was first leveled front-to-rear and then side-to-side and then again, front-to-rear. The reason for going back to the front-to-rear leveling is that the side-to-side will affect the front-to-rear and the front-to-rear will affect the side-to-side so you may have to go back and forth a few times. But the time spent on leveling is well worth it, as it will increase the accuracy of the chop.

Mark the cut line. Many people mark the top with masking tape or a felt tip marker. I prefer masking tape for one good reason, and that is that when (not if) you change a line you just zip it off, move it, and re-tape it. A bad side to tape is remembering which side of the tape to cut on, the inner or outer edge, and for this I say *always* use the outside of the tape. This way you will not have to remember. To save time measuring, I have often used two-inch wide tape to mark a cut in that has to be two inches wide and just cut on the outside of the tape. If you are using tape for a cut and you only use a single piece such as across the top then take a felt tip marker and put arrows on one side to remind you which side to cut on.

Another, more modern way of laying out the lines for a good chop, it is to do it with a laser level, as the price of lasers have come down to the point of affordability to the average person. It makes it much easier to mark a horizontal line on the top by taping next to the laser line, but this requires that the car is perfectly level before you perform this marking as the line will be level but the car may not be. A nice set of screw jacks can be made for a few dollars and used to bring the car to level by turning the laser on and bringing some part of the car such as the bottom of the windows in perfect alignment with the laser line. Then mark the floor where the laser is so you can put the laser back in the same spot if it is moved for some

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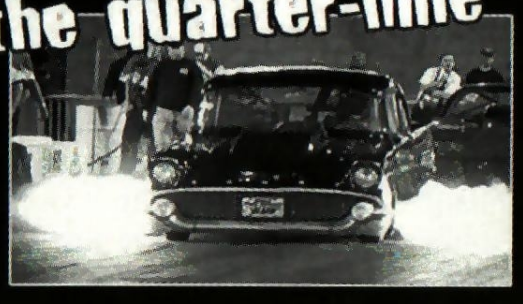

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Chop a '40 Fordor

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The A-pillar is hit with a laser & marked with chalk. Doors are strapped shut.The C & D-pillars are next and we move back to the rear section.

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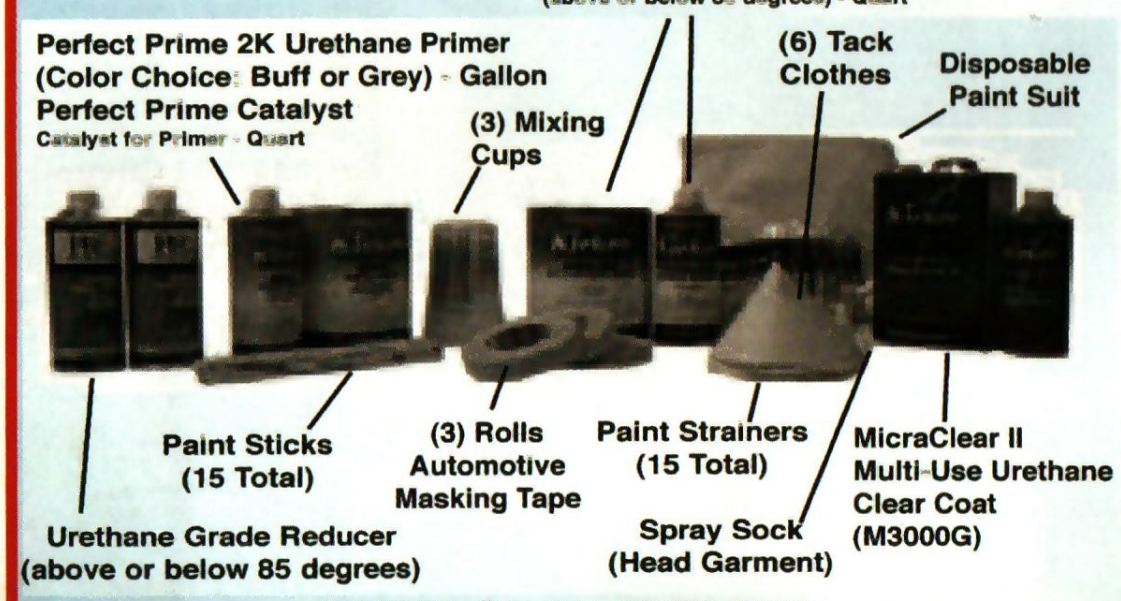

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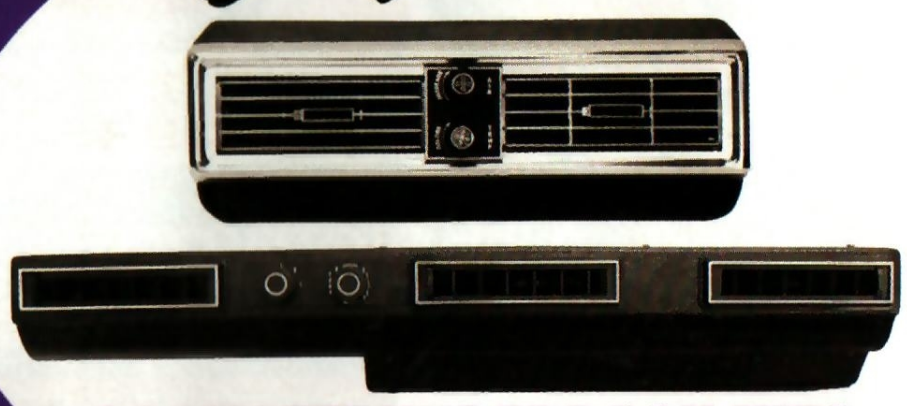

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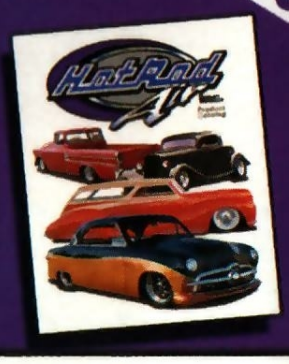

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reason, also be sure to check the car from both sides as you check for level as mentioned before.

You will need to remember that most shop floors are not level. This is why you need to level the car to the level, not to the floor. If you are using the floor to measure from, then the floor only has to be flat not level because it will be your datum line. In this case the laser level should not be used or you will be out of alignment. Many floors are made at an angle to enhance drainage so be a little careful of using the floor for a datum point unless you know it to be level. The best way to check the floor for level is either with a ball or water to see if you have a slope.

Know the angles

Remember that the section to be removed should be measured vertically, not at an angle. And as the angle reaches 90 degrees (vertical) the amount removed reaches zero inches. So if you are removing four inches from the top chop in the horizontal distance you will be removing nothing but just cutting a vertical cut when a vertical cut is needed. But when cutting on an angle the vertical amount to be cut will be four inches but the measurement perpendicular to the cut could be two inches or less depending on what the angle is, so don't just mark and cut four inches no matter what angle you are cutting.

Now, this may be a bit confusing and will take a little time to understand but if you take a photo of the car and cut the top down on the photo, you will start to understand it better. The reason you need to cut angles is because all tops are different and if the top has a slant to it (like at the front A–pillar) your cut may be at an angle.

So learn to understand your angles before your cut or you will become a better welder than you want by having to add all the metal back in that you accidentally cut out of the top during you first chop.

Move the top forward or backwards or center it. You have a lot of control over the finished look of your chop as far as how much and where it will wind up. For instance, do you want to center the top and bring the A-pillar back to meet the top or do you want to move the top forward to meet the A-pillar? And then slant the B and C pillar to meet the now location of the top.

If the top is a turret top (slanting inwards from the base of the windows) then you have a lot of choices to make and consider. One of them is something we have done once but have not seen anyone else do. And that is to narrow the

Chop a '40 Fordor

At this point there was still time to cut and run, but Eddie grabbed a saw.

car to meet the top, it is common to add a strip to the center of the top to bring the top out to meet the new width of the cut down pillars but to narrow the car to allow the top to remain the unmodified? This is new. You can do anything you want as it is your car and your chop so use your imagination and go wild.

You could even shorten the car instead of lengthening the top to fit the bottom posts, but the doors would be shorter by a few inches.

Tapered chops are a little more difficult to chop than a straight chop. It requires measuring the top and taping a line that decreases in distance as it progresses forward toward the windshield. This makes angle cuts very complicated so special care must be taken in both measuring and cutting.

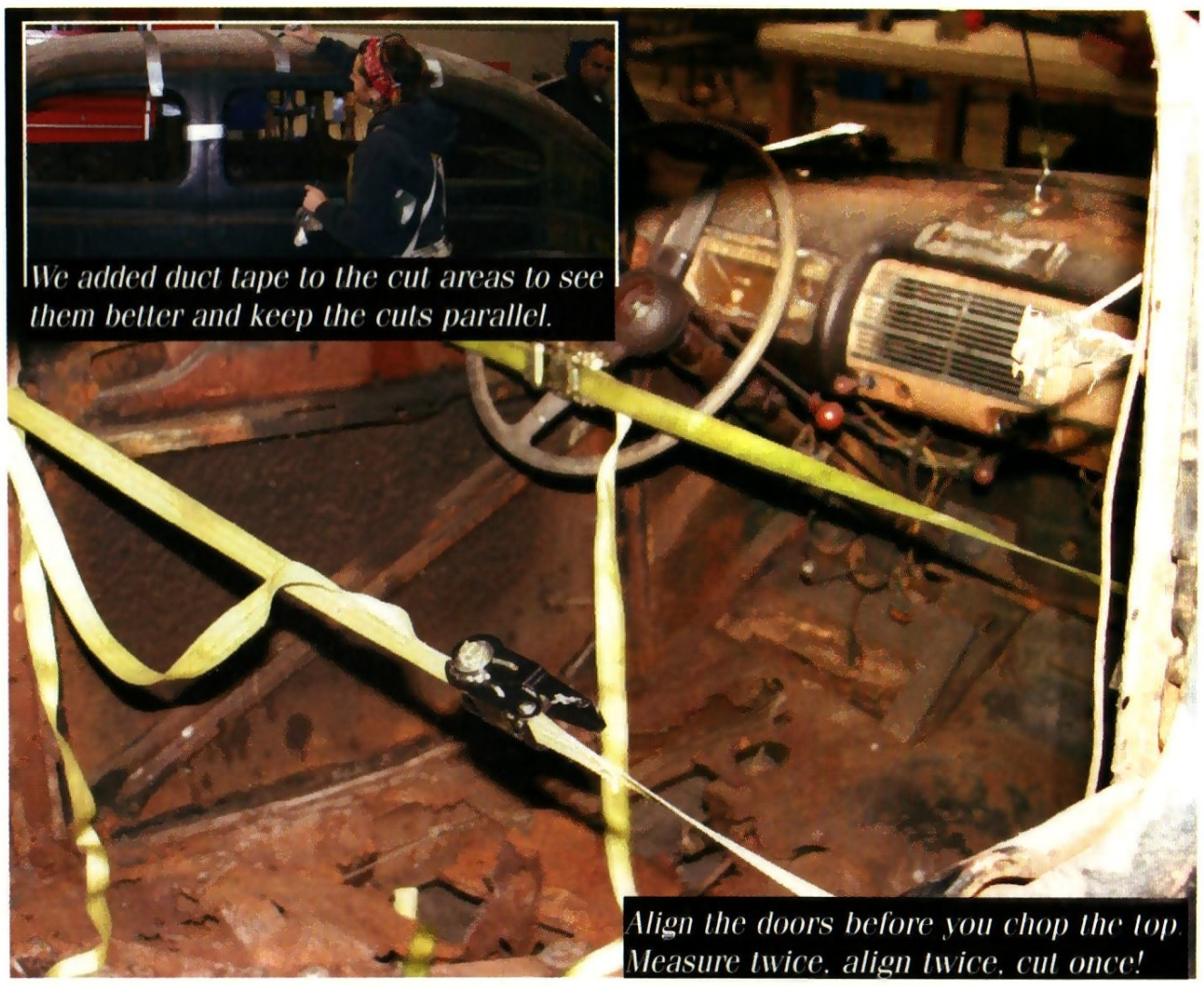
Also download and read everything you can find on top chops to see how others are doing it and see if you can spot mistakes. Many are made few acknowledged. I started to taper chop my '40 just because it is more difficult and it will set a better example of how to chop a top.

After all, anyone can just do a straight chop. But a taper...?

Then I decided that a straight chop would look better on this car and be a better example of a chop. Now the first part of the chop is the removal of everything that can burn such as people, animals, seats, door panels, and headliners. When you remove the headliner pay close attention to the headliner top bows which, I might add, are almost priceless when you need them. Take care of them and mark them as to which part of the top they came out of. Start you number one from the front and two toward the rear. Take a marker or use the tape as we have, and mark each pillar for cutting and also run a strip of tape across the top at each location which needs to be cut. The tape will allow you to get a reasonably straight line as you cut.

In the next installment, we'll start cutting!

We added duct tape to the cut areas to see them better and keep the cuts parallel.



Align the doors before you chop the top. Measure twice, align twice, cut once!

seek & destroy T

By Gennaro

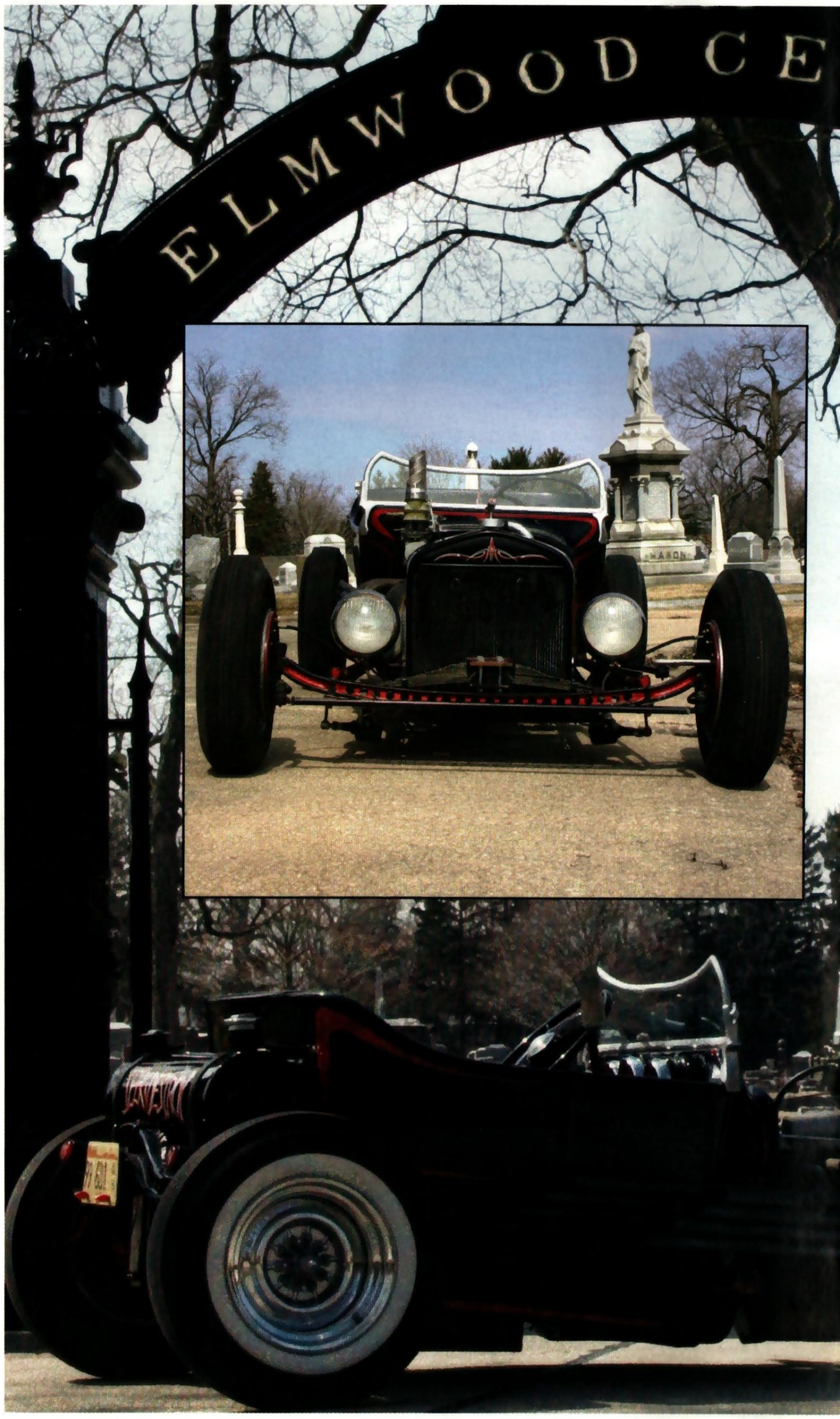
Andy Didio basically grew up in the custom shop that his father Jerry grew up in. The shop, Marty and Sons Auto Body in Sycamore, IL, threw open its doors in 1954 and has been in the business of unleashing killer customs and hot rods since day one. As you may know, it's also the original grounds for The Hunnert Car Pileup. If you attended any of the Pileups there, you may have even sat in this car when it was a bare hay-filled tub in front of the bandstand.

With Andy's days filled with bagging early '60s sedans and doing more than a few top chops, he had to work on this tasty T-bone at night and on weekends. Even still, It was fired and driven for the first time in only nine months' time.

Andy started with some square steel tubing and fabbed up the frame, featuring fourteen inches of Z-ing on the rear end. Up front, a '40 Ford gave up its suspension bits, which were hung on suicide-style after the axle got the old Swiss cheese treatment. He also cut out an iron cross of 3/8" steel to shackle it all together. Out back, another monoleaf set-up from a Model A takes care of the suspension duties with the help of a pair of wishbones sourced from a '35 Ford.

A set of chromed reverse steelies ensconced in a set of wide white walls has been pinned on all four corners. The wheels feature some bullets picked up from a swap meet for cheap and welded on before being sent to the chromer for the bright work. The steering was pirated from a mid-60s Mustang and is actuated by a '50 Oldsmobile column and wheel. As you can see, this bucket's set up right without that bus driver look found on so many Ts thanks to Andy doing his math on the frame and incorporating a 3" body channel.

Johnson's Seat and Canvas in Cortland, IL, stitched up the red flake interior. The interior itself is molded into the tub with some round rod and plenty



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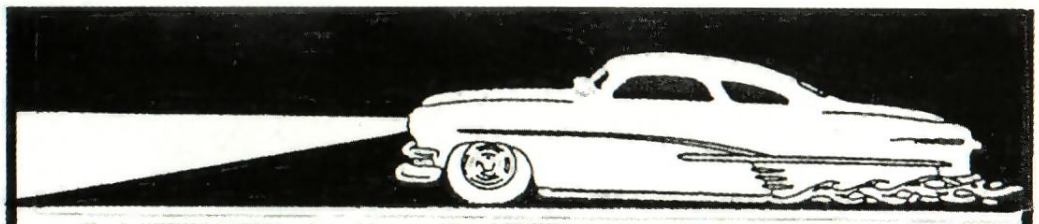

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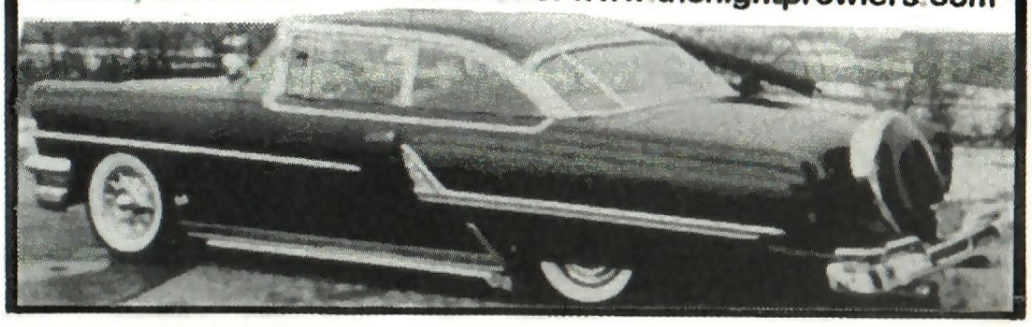

seek & dest

of glass resin and is pretty damn comfortable for what it is. Andy's 6-year old son Tyler chimed in with a helping hand on the fiberglass work and is destined to be the fourth generation hot rodder at the shop. A dash and cluster from a '59 Poncho lets Andy keep a close check on the engine's vitals. As for the windshield, it's actually a culmination of two Dodge units grafted together and turned upside down. The glass was cut in-house at Marty and Sons.

The part of the car that <u>really</u> catches the eye, though, is the straight eight flathead used for motivating this hot rod down the road. A customer had brought in a '48 Olds to Gorgeous George Holderman's joint in Elburn, IL, to be customized and (of course) wanted a 350/350 combo in it. Andy bought the running gear out of it for $100 and dropped it into the frame. Neither George nor Andy knew if it would run. As luck would have it, the old mill fired up with just a tad of cajoling.

The driveshaft from the Hydramatic tranny needed to be shortened to hook up to the 8" Ford rear end. The motor was also missing the intake-not something you could go to the local Auto Zone and buy. Andy put two and two together and used a left over length of drive shaft and some tubing to scratch-build one. After he welded it all up air-tight, a trio of Stromberg 97's was bolted on and stacked with some left over stainless exhaust tubing from another shop project.

A set of eight individual straight pipes reach into the exhaust ports and pull out quite a melodious cacophony-much more throaty than obnoxiously loud. Andy's planning on eventually redoing both the exhaust and the intake and sending them out for chroming.

Andy hung a pair of '35 Ford truck headlights to lead the way after he jams the meat cleaver shifter into gear. A pair of '39 Chevy tail lights keeps people away from the sweet gas tank that was originally on a genuine track-T way back when. The tank straps came from the women's belt section of Andy's local TJ Maxx and were the only things that he found that would fit the look of the car.

Jerry did the paint work on the car. A gloss black coat was applied with plenty of heavy flake scallop accents, courtesy of Seymour of Sycamore. A few top coats of urethane clear coat were applied and it really makes everything pop.

You can get hold of the guys at Marty and Sons by giving them at jingle at 815-895-2179. Or better yet, stop off to pay them a visit and scope out the truly amazing cars rolling in and out of there every day at 1120 E. State St. in Sycamore, IL.

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Gas Monkey Garage Taking On the Exotics

Gas Monkey Garage, which recently opened their shop in Dallas, Texas, is taking on the rich boys on their own turf. Owner Richard Rawlings and his crew have built a Model-A sedan rod and entered it in the Bullrun 2005 (www.bullrun.com).

Bullrun is a 3000 mile race on public roads, running a loop from Los Angeles to San Francisco to Aspen and several points between, ultimately ending up back in LA. Says Rawlings, "Most entries are Lambo, Ferrari, Rolls, BMW, and other high end exotics. I am the only one ever to win and I beat them last year in a Chevy truck. And we are going to whip their asses with a Model A." The race is limited to 150 entries. It begins on July 22 and lasts seven days.

Said 1931 A is chopped and dropped, sits on a 127-inch wheelbase custom chassis with full air-ride and a 500 CI Cadillac mill, so for a rod, it's a little exotic itself. Rawlings said,
"We plan on averaging 100+ mph the whole way."Gas Monkey Garage features a full fab shop specializing in one-off hand-built streetable machines with a traditional style.
They are only six months old and have won their class and the Chuck Miller award at the Detroit. Autorama.

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The Mad Fabricators DVD really deserves a proper review (It's comin' soon. Ed.), but in the meantime this will have to do! I didn't even know this CD existed and was stoked when it arrived in my mailbox to review as I rarely listen to this kind of music any more. I spent years listening to nothing but rockabilly and psychobilly all the time so when I actually listen to it and it's good, I dig it!

This is a great collection of bad ass surf music, psychobilly, and punk rock. With seven bands doing what they do best, you are sure to find something you will like on this CD. My favorite is the Dynotones doin' killer instrumental surf (as all good surf music should be.)

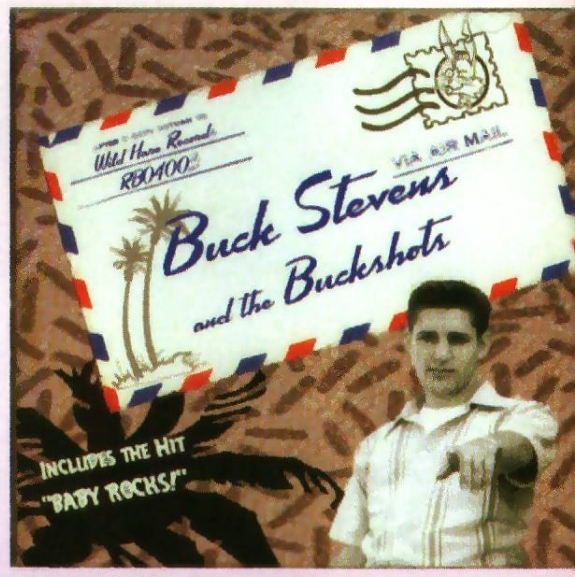
Surf music of any kind rules. I'm a big Dick Dale fan, so anything along those lines makes me happy. The Sleazy Surfers tracks rule too, as they are more Ventures influenced, very cool. The band Knuckle Dragger has a great Munsters style feel to it. You should like these tracks as they seem to bridge the gap from surf to psychobilly. Cool tracks with the organ give it a killer feel!

The Mysterious Keytones and Black Monday are good bands with real distinctive sounds and you should like them as they take the surf/psychobilly feel and mix it with punk rock. I bet you all know who Hellbound Hayride is, good American Psychobilly. The last band is a band who really needs to be on this soundtrack as this is where it all started. Bleed is a '60s-style garage band with a great sound, full of energy and raw power. Good stuff. So check it out if you are into this stuff...and if you aren't, you might like it anyway!
Reviewed by Chopperdave

Buck Stevens and the Buckshots
Wild Hare Records
wildharerecords@aol.com

Close your eyes and listen to this CD on a crappy player and it could be 1957. Buck has a little bit of ol' Carl in his voice. Carl Perkins, that is. And for a rockabilly artist, that's about as good of a compliment as you're likely to hear. The good thing about the Buckshots is that they don't sound like they're imitating someone else's sound. It's just that their sound happens to be reminiscent of Carl and company.

With one exception, all the songs on this CD were written by Steve Buckel (Steve Buckel, Buck Stevens...get it?). Like any good rockin' band, they have at least one song that's an ode to a car. Hot Rod Ford in this case. There's the usual heartbreak fare in Baby Left Me for Hawaii and What'd I Gotta Do Baby, too.

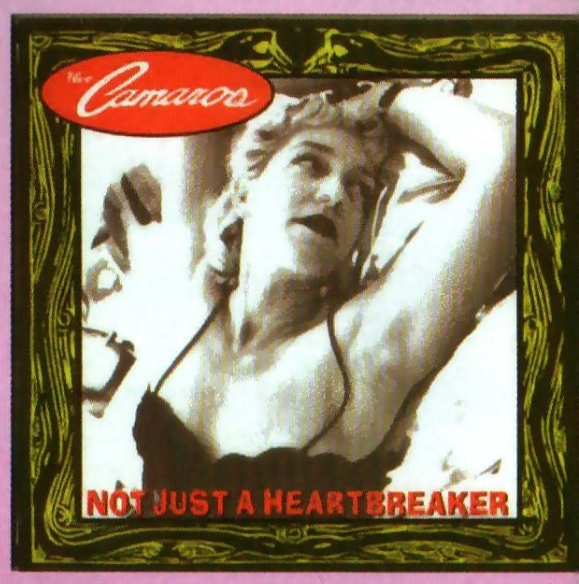


These guys do rock and they are definitely pure rockabilly. There's no modern undertone or psychosilly on here. This Buck and his gang are talented guys. If this first record is any indication, expect to hear a lot more of them in the near future.
Reviewed by Alan Mayes

The Camaros
Not Just a Heartbreaker
www.thecamaros.com

Liar! She is just a heartbreaker. Jen Jones, that is, of the Camaros. Playin' the clubs, singin' all those love songs right to every man in the audience, then walkin' out like we were nothin'!

Well, enough of that. Not Just a Heartbreaker marks a slight intended change in direction for the Camaros. True to their physical Nashville roots, they've decided to go more country as opposed to their former rockabilly selves. The thing is, it hasn't been much of a shift. The band's former CD was a little bit country-tinged rockabilly. This one is rockabilly-tinged country. They still sound about the same, which is OK by their fans, me included.



Jen wrote twelve of the thirteen songs on this new CD and they carry her intoxicating signature lilting voice and occasional forced syllable compression (as in trying to shove nine lyric syllables into eight notes). It's all a part of the Camaros' charm. Ironically, the song that seems made for her voice is the one she didn't write, Lovesick Blues. Go figger.

So is Chris Casello's guitar work. You may know Chris from the Starlight Drifters. The man can make a guitar smoke! He's one of the best guitar players in any musical genre and he gets to do his stuff on a few of the tracks on this CD.

This is a CD that grows on you more and more as you listen to it. And I've listened to it several times over.
Reviewed by Alan Mayes

Got a hot band you want featured? Send us the CD and all the info to: Ol Skool RodZ 2061 NW Boca Raton Blvd. - Suite 203 - Boca Raton, FL 33431 or e-mail info@olskoolrodz.com

By "Cadillac Joe" Vincent

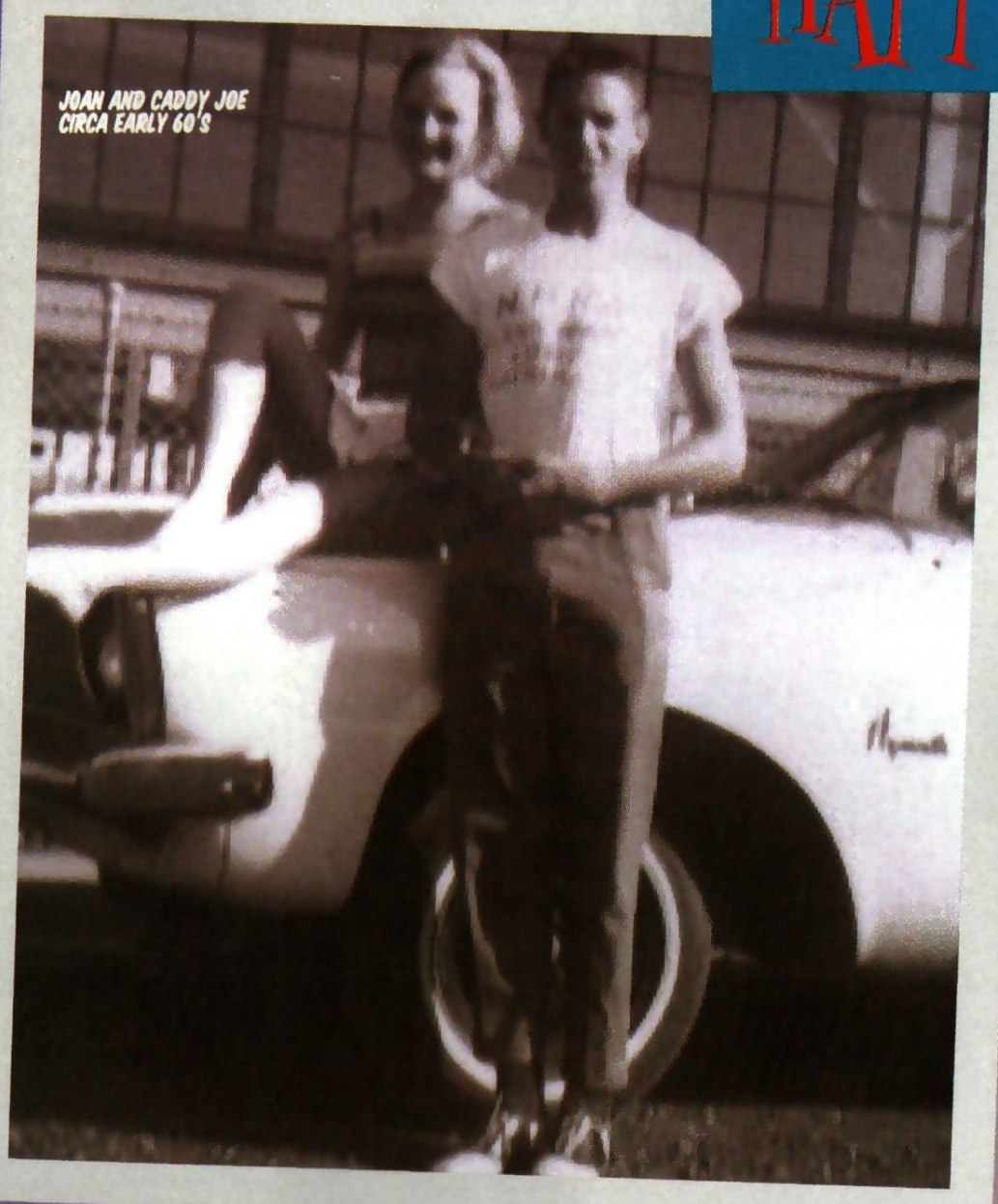
I miss back then...

As a youngster I grew up in a traditional middle class, post-WWII household where radio held sway. Freeman Gosden and Charles Correl were Amos and Andy, Fibber McGee and Molly had a messy closet, the Great Gildersleeve was the local water commissioner, Jack Benny and his chauffeur Rochester owned our undivided attention around the radio in our family living room.

We had an RCA Victrola on which my mom listened to all of her favorite big bands and other popular musical performers, and then all of a sudden technology took several quantum leaps. Television owned prime time and radio moved to drive time. LP records got split into singles as 45s with the big donut hole offered wider and more diverse popular musical forms at a fraction of the cost, including the fusion of blues, folk and jazz into that raw explosion called rock and roll.

Rock and roll dug a deep rebellious swath into the burgeoning teen consciousness as fifteen year olds were gaining newfound liberty to drive, soup-up and otherwise express their individual automotive freedom in a brand new age of Bob's Big Boy, Hurst shifters, and American mags.

The marriage between this new age of expression for teens behind the wheel, listening to rock 'n' roll on their car radios, and the liberation to build and create an individual rolling statement through their hot rods was at a unique place in time.



HAPPY DAZ'

It was widely celebrated, chronicled, and popularized by Jan and Dean in The Little Old Lady From Pasadena... "go granny, go granny, go granny, go" and the Beach Boys with Little Deuce Coupe and 409... that was, "until her daddy takes the T-Bird away".

To this day, I continue to keep a sharp ear out on the multiple digital wave lengths (iPod, XM, CD, etc.) for some sense of current popular culture with reverence for the place I call the Happy Daz. Don't get me wrong, I am not living longingly in my rear view mirror. Nor am I confusing a sound nostalgia, such as occasionally tuning in the oldies-but-goodies while on a ragtop Saturday afternoon, but I continue to have a genuine interest in the composition of our popular culture.

An old timer I may be, but forward looking for the rockers of ages. As I roll through the radio dial from classics to jazz, to rap to hip-hop, to mass variations on a rock 'n' roll theme, I find the space and time continuum moving at the speed of sound.

In my lingering ear and in an earnest search more in tune to my aging sensibilities, I was recently reminded of the speed of sound in our lives. I received an e-mail sent from a grandfather to his grandson. The grandfather stated that he was born before the widespread popularization of television, penicillin, polio shots, frozen food, contact lenses, Xerox and The Pill.

There were no credit cards, lasers, pantyhose, home air conditioners, dishwashers, gay rights, dual careers, day-care centers, group therapy, computer dating, instant coffee, McDonalds, Pizza Huts, Ice cream cones, phone calls, public transportation, and Cokes were all a nickel. A new Chevy coupe was less than $1500, and just in case you were interested, Grandpa was born in 1950.

Wow! It has been a blistering pace this past fifty- years and while rock 'n' roll has split many times over, from classic to acid to heavy to mellow to inner-city gangsta to whatever, I now think I have found that sound to serve as my personal bridge to the past. Old schoolers will seek their own roads to an individual sound... whether hard, soft or classical... while enjoying their rods. As for me, I Go Back with Kenny Chesney and I Miss Mayberry, sitting on the front porch drinking cherry Cokes with Rascal Flatts. In short, as Tug's little boy Tim McGraw sings, I Miss Back Then, when a hoe was a hoe, a screw was a screw, Coke was a Coke, crack was what you were doing when you were cracking a joke, and when you said, you were down with that, it meant you had the flu. I miss back then.

So, whether country is now a sound reflection of Old School culture or it's Elvis, The Grateful Dead, or ZZ Top that turns your memory on, one thing is for sure, like today's electronic new cars vs. yesterday's great rods, today's new rock composers and performers ain't in tune like they once were and I miss back then. Happy Daz, old schoolers.

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HELL HATH F

1961 PLYMOUTH FURY 2 DOOR HARD TOP

By Laura Charelian

Michael Charelian's '61 Plymouth Fury "kustom" is a Virgil Exner vision straight outta North Hollywood. Not content to simply restore his '61, Michael decided to embark on his first "kustom" project and the result was his "Hell Hath" no Fury like this black beauty! Back in the day, the 1961 Plymouth was voted "ugliest car of '61," but with a little creativity and some slamming and shaving, Mike exposed sleek lines and aerodynamic capabilities and honed them to perfection.

What began as a bare bones, turquoise-colored, leopard slip-covered piece o' pot metal purchased from the owner of Kool Kat City, a now-defunct trendy tiki-tinged furniture emporium on Vineland Avenue, has turned into the ultimate vision of modern koolness.

Hard-to-find extra parts and hardware were gleaned from Memory Lane, a North Hollywood auto parts institution. The body and paint were rendered by Julian's Auto Body.

The kool black leather/NOS vintage interior was done by the totally accommodating, always professional dudes at North Hollywood Upholstery.

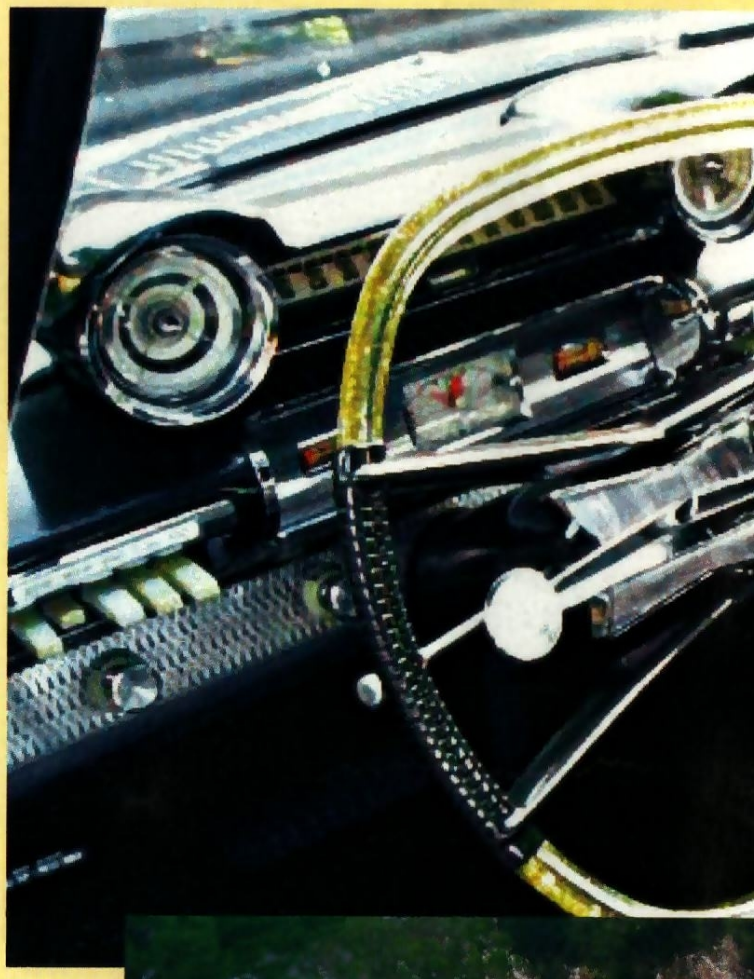
Accessories include a vintage dealer-optioned RCA record player, which has been modified to play CDs. A 1960 Plymouth aero wheel was appropriated and restored to mint, gold flakes shimmering in the luminous plastic.

Other fun Fury features: six-way power swivel seats, old-school organ pipe speakers resting under the sky-high rear window, and a one-of-a kind custom "Starliner" fiber optic headliner, whose twinkling white lights set on black give you that dying to-make-out-under-the-stars feeling.

The furious Fury's 318 engine was taken from a burly Minnesota police car. Surrounded by two 550 CFM Edelbrock carbs, the air cleaner and valve covers were pinstriped by local pinstripe artiste Skratch., the appropriate Kelsey Hayes accordion brake booster, original dual quad intake, and the unique Mopar Torqueflite push button trans assume the proper go and whoa duties.

The whole shebang rides on Astro Supremes with hand-made bullet lug nuts for that vintage spider cap look.

This hellifed black and silver hunka hunka Mopar love now resides in a canyon, but hey - you gotta leave the city sometime...



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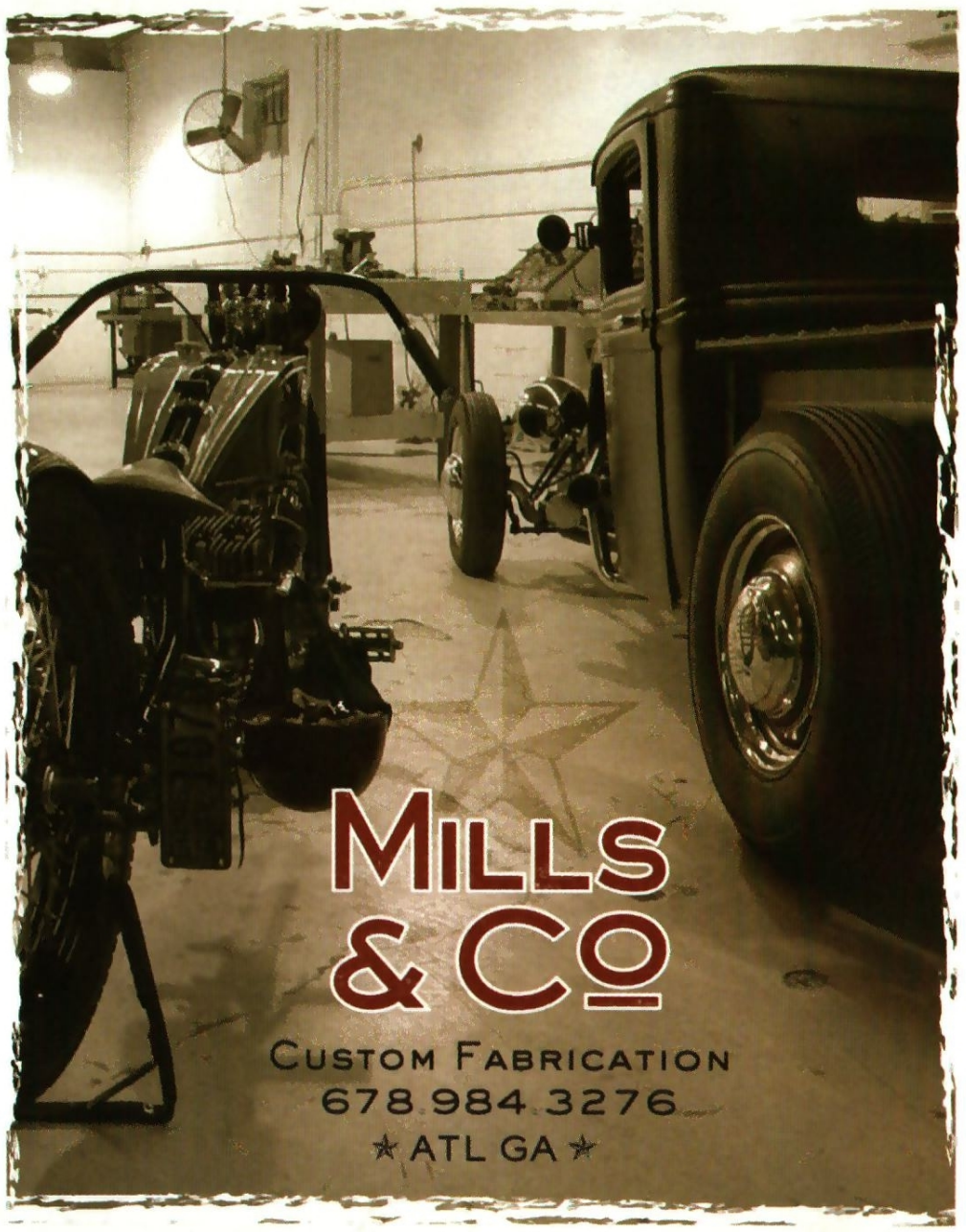

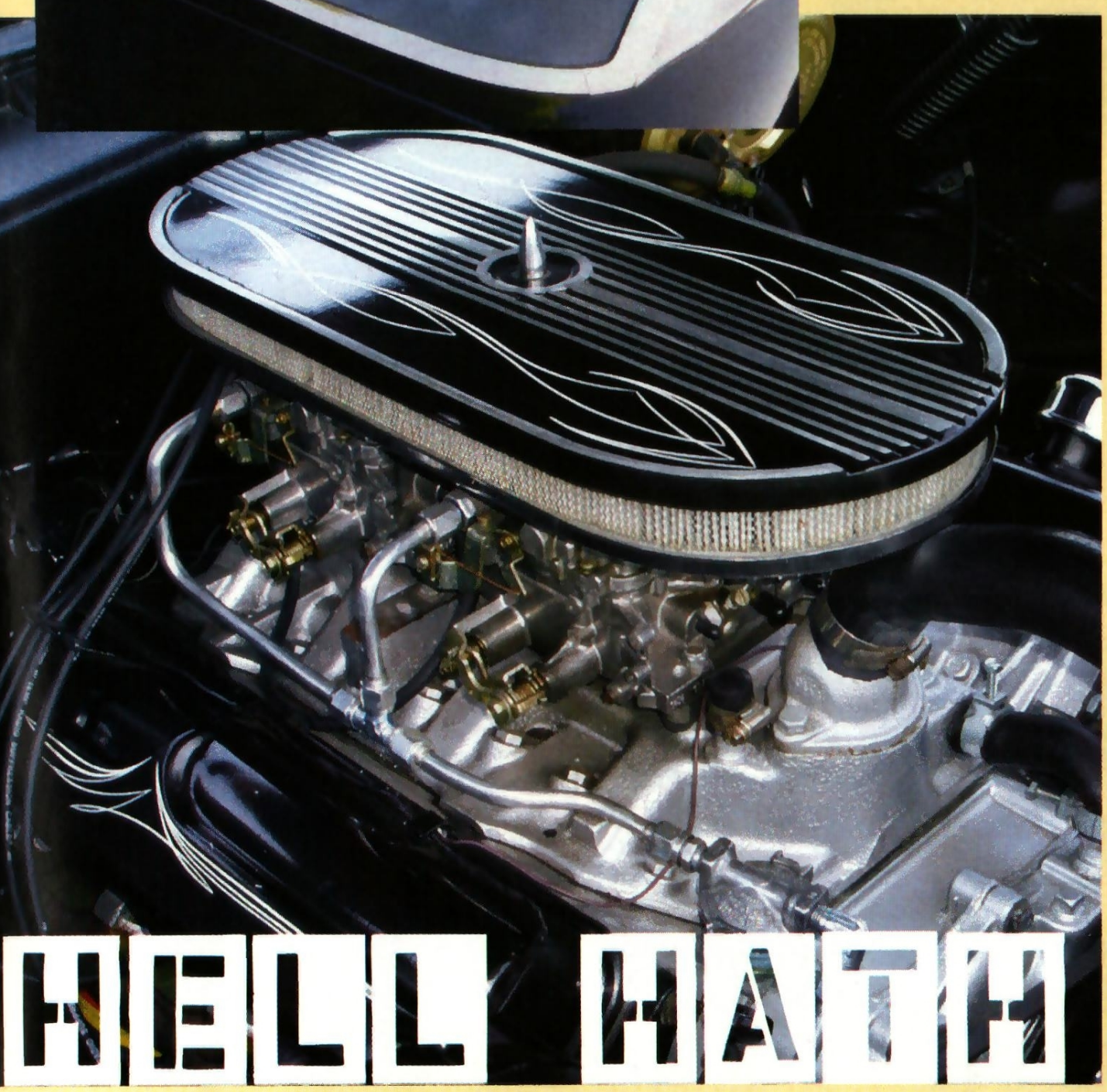

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Mad Max Creations

By Jonny B. Goode

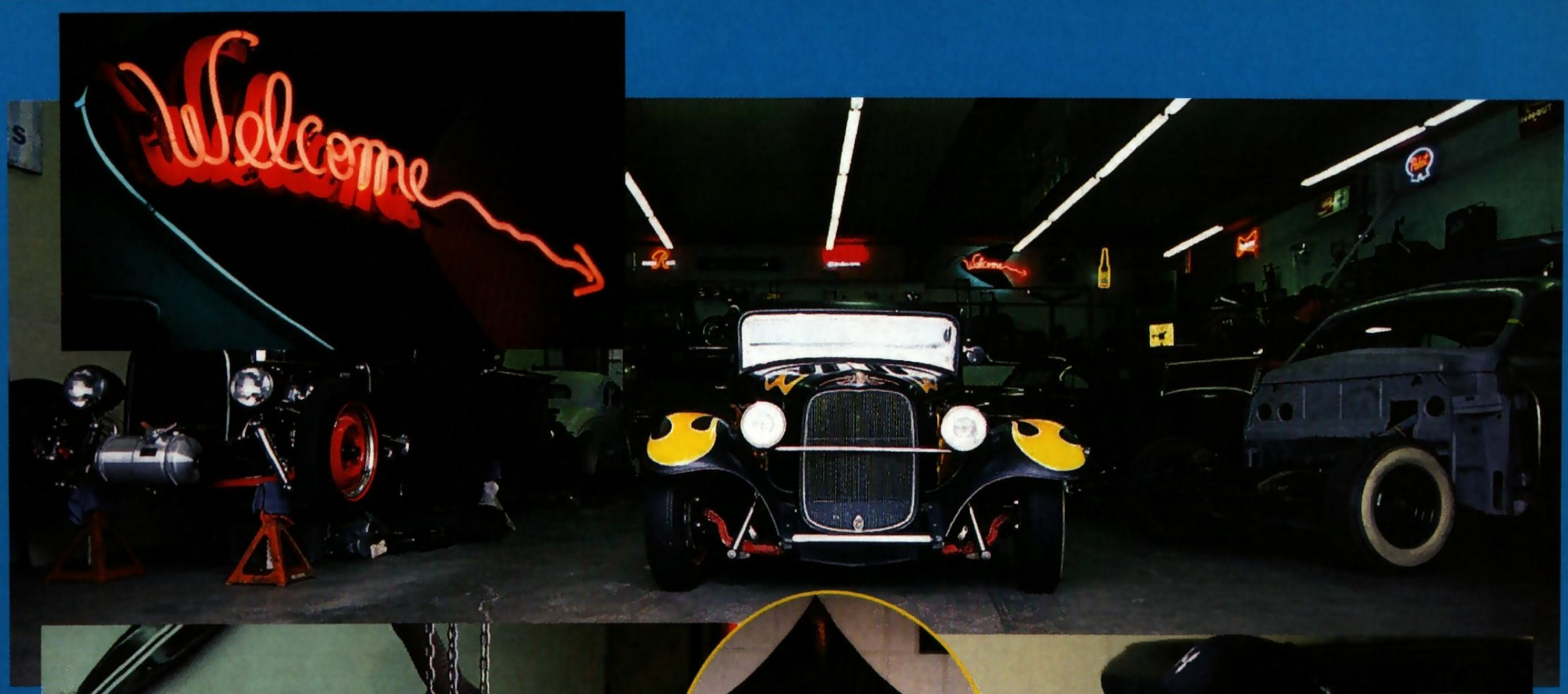
Although he goes by the nickname of "Mad Max" his name isn't really Max at all. Brent's fellow Cheques (spelled right?) car club members gave him that name. Mad Max Creations is his shop, and along with his team of employees, they make Mad Max Creations what it is.

Some artists prefer to work with oil paints or various other substrates, but Brent prefers to work with metal. If it's designing a custom wrought iron fence, chandelier or even a retro styled neon light marquee for local businesses Mad Max Creations does it all. But what this shop really specializes in is classic American iron-hot rods, customs, and even motorcycles. MMC almost has more business than they can handle, and that is a testament to the skills of Brent and his crew. Oh, I forgot to mention that Brent's daily driver is a '32 Ford coupe. In fact I don't think Brent and his wife own a modern car, although I could be wrong.

If you're in the Portland/Vancouver area stop by the MMC shop, located in Washougal, Washington. They are just a hop, skip, and a jump away from these major metropolises.

Like most early iron enthusiasts Brent started out doing this because he had a passion for it, and the money is slowly starting to catch up with him. Here's to the rugged individuals doing it the way they want.

Resource: Mad Max Creations 360-609-5110.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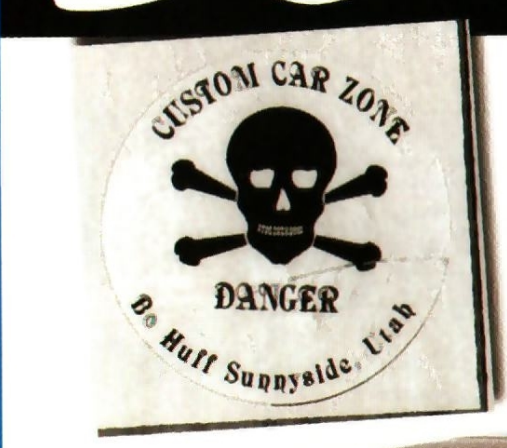

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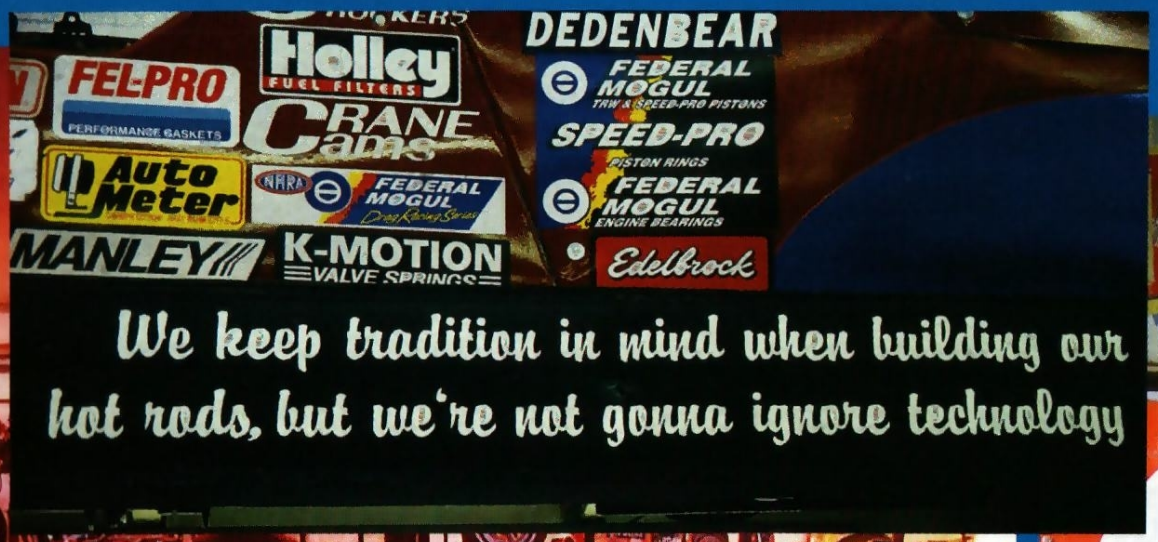

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BY JOHN PANTALEONE

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Rat Rod Emblems

Dan Keys Studios offers the missing link for those of you addicted to rust - original RatRod/Old School Hot Rod emblems – for your baby! They have a contrived old school look of Art Deco that bends easily to fit contours of bodies, dashes and grills.

Cast from "Toxic" lead, they have a soft, substantial look that will complement rust, primer or even the buffed clearcoat. Dan sends each emblem with the following instructions: Use Your Twisted Imagination!
www.dankeysstudios.com

Radir's New Slicks

Radir Wheels definitely has the nostalgia wheel and tire thing down! Witness their new wide whitewall cheater slicks in the 7.75-15 size. These are brand new tires, not recaps, and they're produced in new molds. The Radir-M/T slick is D.O.T. approved.

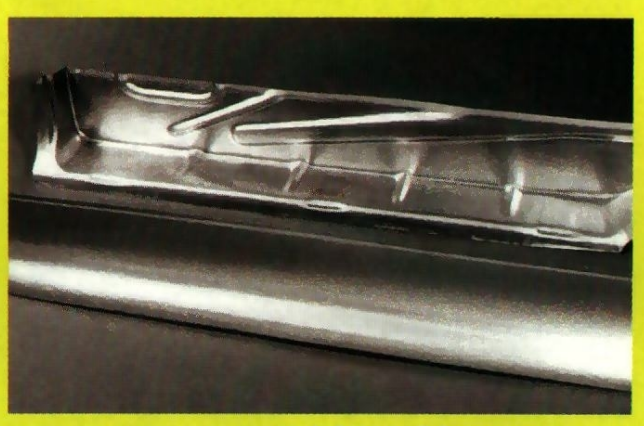
Specs include "pie-crust" sidewall design, 2" whitewall on one side, 27" height, 7" footprint, and 8.5" section width. The "cheater" tread is in a crossed-flags pattern. 866-334-3470; www.radirwheels.com

Honest Skull Head

Honest Charley Speed Shop is home to the new Honest Skull Shift Head. Old school look and feel, vintage alloy. Drill and tap to position as desired....or just sit it somewhere. Honest don't care. Honest Mike Goodman (president of Honest Charley SS says, "I just installed one on my newly acquired '39 Ford and haven't missed a shift yet." 888-795-7077; www.honestcharley.com

Fix Your Door Bottom

EMS Automotive has a new door bottom repair kit for 1941 Chevy coupes and two-door sedans. The outer skin



section is stamped from 20-gage steel while the inside structure is stamped from 18-gage. Both halves incorporate the proper original structure configurations and hem flanges as needed.

EMS has many other early car repair pieces in addition to these Chevy components. 216-541-4585

Ring-Nuts

Need the perfect gift for that hot rod girl? Any gal will be sure to go nuts for these!

Ms. Metal offers a line of chrome plated nut rings that will get her motor running. Choose from three nut sizes- 1/4, 3/8, and 5/16. Set atop each ring is a dazzling pink cubic zirconium, pink and chrome, Ms. Metal's favorite. Just check out her car in OSR #6. Retail is $25 a pop.

You can find these gems and many other Kustom accessories including headlight covers, shifter knobs and T-shirts at www.ms-metal.net.

4-Bar Spinner

Gary Glasgow at Night Prowlers keeps finding new products to offer and make our lives more interesting. The latest is a touch of bling-bling added to old style. Night Prowlers has a new four-bar spinner with a twist. The center spinner actually spins on the cap. Available in 15" diameter only. 417-682-3685; www.thenightprowlers.com

Voodoo Camshaft Science

Unless you're a witch doctor, choosing the correct cam can be nightmare. The gurus at Lunati have taken cam design to another dimension with profiles never before utilized in flat tappet cams!

Voodoo incorporates thirty years of cam design experience with more recent developments in profiles, geometry and tolerances to deliver the most aggressive ramp profiles ever used in hydraulic flat tappet cams. Asymmetrical lobe designs with slower

Ring Nuts

closing sides set the valve down easy to reduce noise and premature failure of the valvetrain. www.holley.com

Got Gas?

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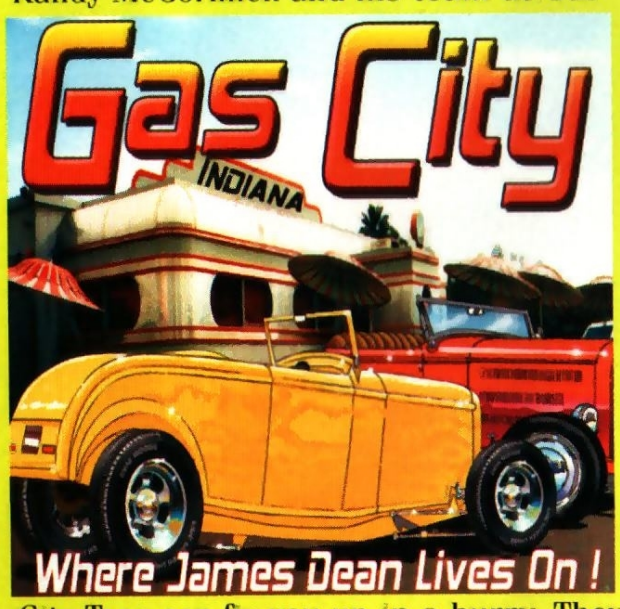


City Tees can fix you up in a hurry. They have the latest technology and an in-house artist. They are all motorheads from way back. Might as well buy your stuff from a guy who knows what you're talkin' about! 765-674-0190

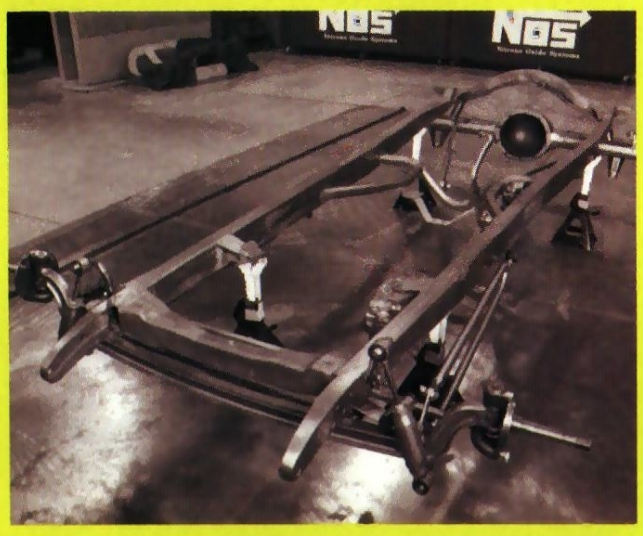
Blastin' Caps

"Blastin' Caps. Made in Louisiana by Rednecks." That's what the product card that comes with them says any-

way. Made from actual shell casings with inerted primers, these valve stem caps are definitely distinctive and not something you're likely to see on the car next to yours at a stoplight. Thomas Ahlf makes 'em. They're relatively heavy for a valve stem cap, so we recommend balancing your wheels with the cap in place. Available in pairs ($12) or sets of four ($20). 225-667-7887; ahlfsblastincaps@hotmail.com

Model A Chassis

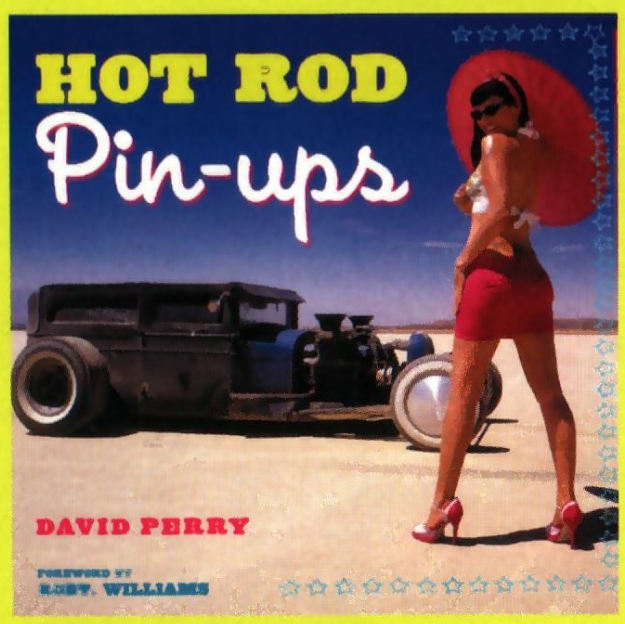
"There's always a better way to do things," said Pete Chapouris, President,



SO-CAL Speed Shop, "and I think our new Model A chassis offers numerous advantages over conventional approaches."

The new SO-CAL Model A chassis features a K-member complete with master cylinder and pedal mounts as well as a transmission mount that accommodates a wide variety of transmissions. The frame also includes a Model A-style transverse leaf spring rear crossmember. The crossmember is said to follow Model A dimensions.

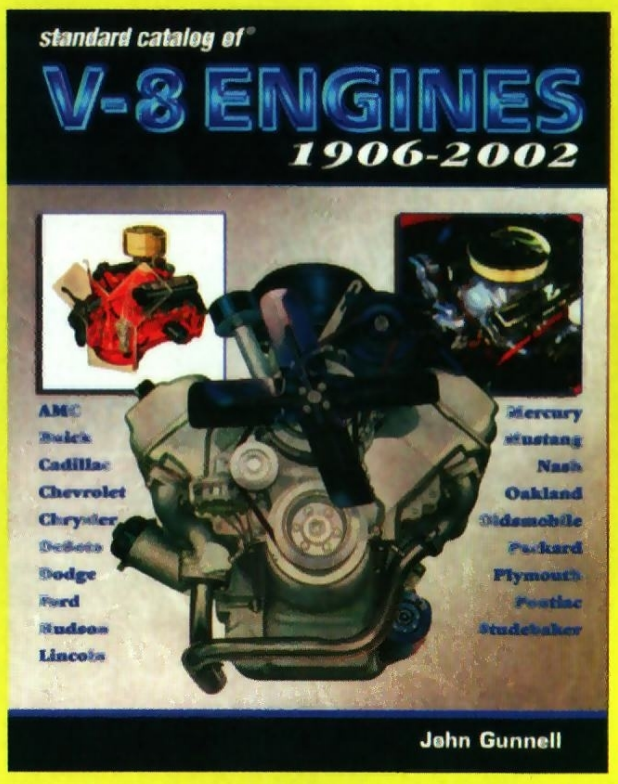
Complementing components such as hairpin radius rods, batwings, F1-style upper shock mounts, and headlight mounts are also available. The SO-CAL Model A chassis is available complete, as shown, or as a perimeter frame which includes only the front and rear crossmembers. Contact any of the SO-CAL Speed Shops or call 909/469-6171. www.so-calspeedshop.com



BOOK REVIEW

Hot Rod Pin-ups, David Perry, $34.95. MBI Publishing Company. Available at bookstores, through Classic Motorbooks at 800-826-6600 or on www.classicmotorbooks.com

What's not to like here? David Perry is clearly one of the most accomplished pin-up photographers around. This coffee table style book combines Perry's excellent photographs of pretty girls and hot cars with entertaining essays of the history of pin-ups in advertising, calendars, and other media. The book is decent enough to leave out when Grandma comes over to the house, yet racy enough to make Grandpa smile. If you like girls and cars, buy it. If you don't, why are you reading this review? Reviewed by Alan Mayes



BOOK REVIEW

Standard Catalog of V-8 Engines 1906-2002, John Gunnell, $24.95. Krause Publications. Available at bookstores, through Krause Publications at 888-457-2873 or on www.krause.com

This is a book you will use the rest of your life, unless one of your buddies borrows and it and never returns it. It lists virtually every V-8 engine ever built in the US. That includes some obscure ones you'll never see, like the 1918 Laughlin. More importantly to us, though, it lists the ones we'll put in (or take out) of our hot rods and customs.

Author John Gunnell is an old friend of mine from back in our Pontiac Oakland Club days. John has done a masterful job of assembling the specifications, engine codes, and about every thing else you could ask for on hundreds of different engines. The listings are broken down by year, horsepower, application, etc. Even similar engines are separated by application. Different listings exist for Dodge, Plymouth, Chrysler, and DeDoto, for instance. This book definitely belongs in your library. No, you can't borrow mine. Reviewed by Alan Mayes

burnin' rubber

With Jimmy Carbone aka DL aka Dave LaBrava

"Workin' in da' bathroom?"

What's shakin' top cats and little mommas? Jimmy Carbone coming at you once again, live and on fire.

Well I did it; I left the comfort zone of the smooth and sleazy Southeast in search of cars. And needless to say, not just any cars but, you guessed it, rods! And I know they're out there. They are in barns or plowed fields or at the bottom of a swamp just waiting for me to come along and pull them out.

Ol' Geno just wasn't having it. He wanted to keep me tied up in my little cubicle at Rodz corporate headquarters while he tried to get the corporate secretary to make him some Mai Tais, but I got news for him-I took the blender with me and the company secretary.

So here I am in a Shell gas station bathroom with my laptop plugged into the electric razor socket, trying to meet my deadline, and it ain't easy. I've been in here for three hours and it sounds like they are beating on the door with sledgehammers. Tough shit; there is a job to do and I am the man to do it.

Rodz-that's it for you, me, us. And this is it-adventure. You've heard of Star Search? If you have cable to the cave you are living in by now, then you probably have seen the show where they get the biggest losers in the country together to make fun of them on national television. What is this country coming to? I think a much better show will be Jimmy Carbone's Car Search. That's the ticket.

Damn! Those people are really beating on the door. Don't they know people are working in here? What the hell do they think this is, a bathroom? Darlin', can you handle that?

Adventure, that's what this life is about. And cars are adventure to me. Finding a '41 Willys or a '50 Merc that someone has left to oxidize in the sun while they grow old watching Star Search is what this road trip is about. Don't you worry; Jimmy's comin' to get ya!

Ring! Ring! There's Geno again, calling me every five minutes wondering where the hell I am, where the hell the secretary is, and where the hell the blender went. He'll figure it out sooner or never. Poor guy-overworked and barely paid and with his eyesight going from staring into that computer screen twenty-three hours a day; getting a purple mark on his forehead from falling asleep with his head leaning against the monitor. It's a tough job...I'm just glad he's gotta do it!

Tell you what, I was falling asleep last night as I pulled into Fort Walton, Texas, until I took about six of those No-Doz pills. Now I feel like I'm having a heart attack. It's a tough job, but it's my job.

I spoke to a guy with a '29 Ford pickup just rusting away in his barn. I wanted to see if I could talk him out of it for a good price, like letting him take a ride in my '54 Chevy pickup.

That doesn't sound like much but I was going to let him take the company secretary with him, too; and if you saw our secretary, you'd have a good idea that I would be towing a '29 Ford pickup outta here.

When I got there the pickup was on four flat tires and had a completely rusted-out body and Texas tall grass growing out of the manifold. Perfect! This is how it starts. Not only is there adventure in finding the car, but I am real excited about the countless hours I will spend in my garage pulling weeds out of the motor. At least I have the company secretary to help me. She is getting pretty good with an acetylene torch, as long as she keeps her size 32DDs out of the way.

Bang! Bang! Bang! Hang on; they're knocking on the door again. Shut up! Can't you see the "do not disturb" sign on the door? Jeez, some people...trying to hold up production.

It took a little convincing but I got him down to a decent price-which was an extra ride in my pickup, with the company secretary, for three of his buddies. But I finally got the rod. Now I will call my buddy Alex to hitch up the company trailer on the company pickup and come on out and pick up rod number one. It's a tough job but I gotta do it.

Boom! Boom! Wow, that was real loud. Better check it out. "Oh, hello ociffer. Yes, I realize it's a public rest room, but I am the public. No, I didn't realize I've been in here for five hours. Time flies, know what I mean? You don't? Well that figures.

"Of course I didn't know there were twenty-three people waiting to take a piss. If all they had to do was take a piss why didn't they use the bushes? No, sir, I ain't giving you attitude. Her? That's my secretary...I guess she was hot. Darlin', can you put your shirt back on please. Yes ociffer, we were just leaving."

So, back on the road. Next stop-who knows-only where the highways of this great land lead me in search of rodz. Some of us just have it in us...the gear junkies and motorheads of America, hot rod capitol of the world. Someone's gotta do it, and that someone is us, you and me. So get out there. You just gotta look. They're out there waiting for you. If you listen real hard you can hear the sound of these old rodz calling out for someone to come save them. Or maybe that's my ears ringing from taking too many No-Doz pills. At any rate, you know what to do. As the Loose Nuts MC say "Drive fast or get passed!" Now go burn rubber!"

Until next time, good luck and happy motoring.

Jimmy Carbone

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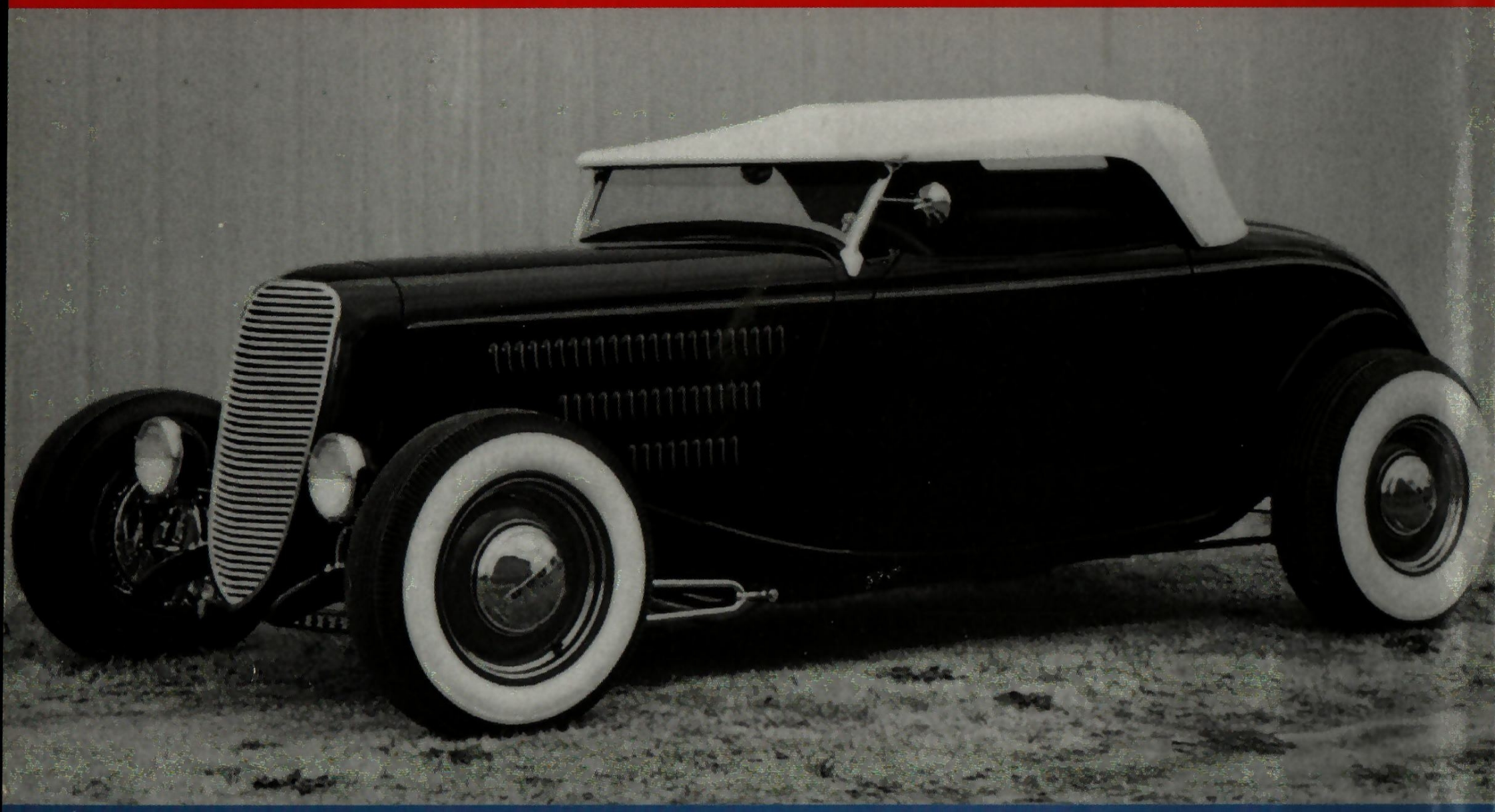

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